ANNUAL STATISTICAL ISSUE

MAR 4 1925

AUTOMOTIVE INDUSTRIES
The AUTOMOBILE

Vol. 52
Number 9

PUBLISHED WEEKLY AT 239 WEST 39th STREET
NEW YORK, FEBRUARY 26, 1925

75c. a copy
$3.00 a year

Winged Horsepower

OVER the Air Line roll modern motor cars. Horsepower that pounded the pavement now treads on air. Big tires could never have done it without the right small wheels, a Motor Wheel development.

First in wheel betterments, Motor Wheel is first among wheel builders.

First at the Automobile Shows: Wheels by Motor Wheel were shown on more makes of cars and more models, by far, than any other wheels.

First in Volume: 1924 Motor Wheel sales on wheels of all types were over twenty million dollars, the greatest wheel business, and the greatest increase in wheel business!

First in the Industry: Motor Wheel supplies wheels to more car manufacturers than does anybody else.

MOTOR WHEEL CORPORATION, *Wood Wheels, Steel Wheels, Stampings,* LANSING, MICHIGAN

Disteel Motor Wheel PRODUCTS Tuarc

CONTINENTAL MOTORS

Powerful as the Nation

AMERICA'S STANDARD

TRADE MARK REG. U.S. PAT. OFF.

THE MARK OF THE MASTER

THIS master motor-building organization with its unique and unequaled production facilities developed during twenty-four years of specializing on gasoline motors may be utilized by automobile manufacturers desiring motors of specified design.

"Built-by-Continental" assures the highest standards of materials and workmanship and the protection of a master motor-building organization.

CONTINENTAL MOTORS CORPORATION
Detroit, Michigan

AUTOMOTIVE INDUSTRIES
The AUTOMOBILE

VOL. 52 NEW YORK—THURSDAY, FEBRUARY 26, 1926 No. 9

A Guide to

The Statistical Issue

THREE points have been given special attention in this Statistical Issue:

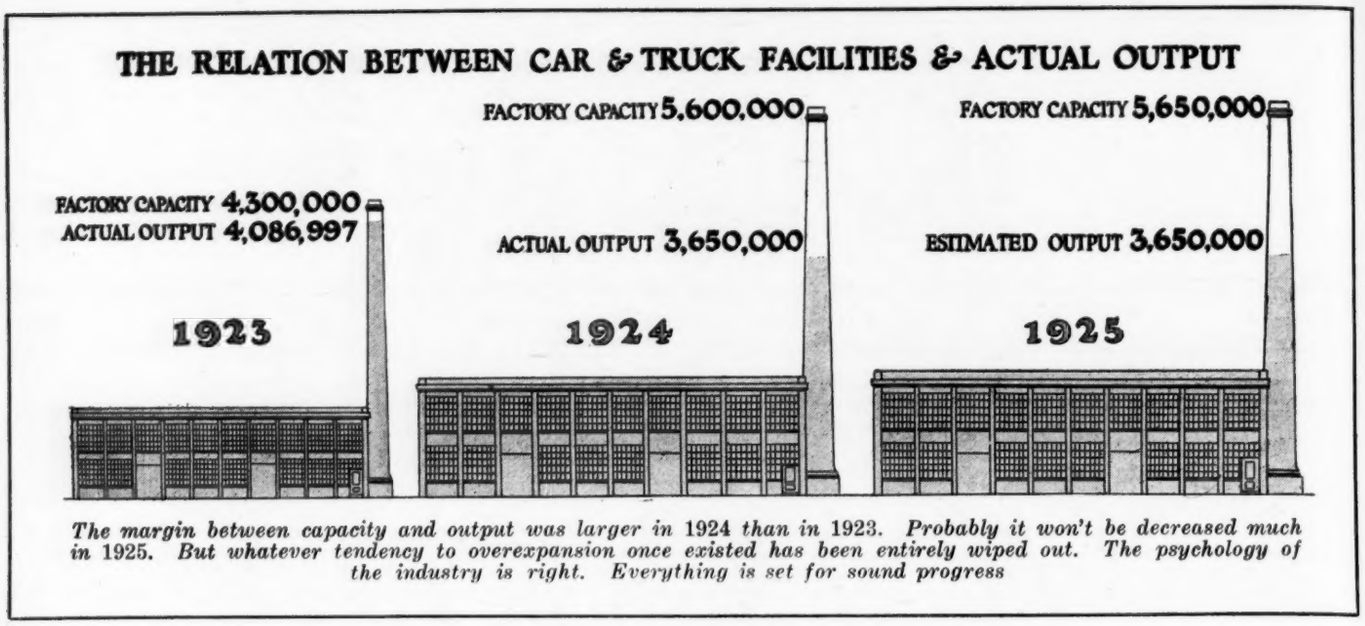
1. The figures have been revised and new material has been added to bring the issue into line with the changing tendencies of the industry; particularly with the increasing emphasis on marketing.

2. Special efforts have been made to summarize engineering and economic trends in charts and drawings, so that the reader may get quickly a general idea of what has happened in the industry during the last twelve months.

3. The material has been arranged so as to make reference as easy as possible, since the chief value of the issue lies in its utility as a reference book throughout the year.

Users of the issue will find it comparatively easy to locate given data if they will utilize to the fullest extent the index which follows:

	Pages
Airplanes	
Engine Specifications	421
Specifications, American	422–423
Specifications, Light Types	424
Dealers	
By states	353
Mortality of	334–335
Editorial	435
Exports	
British	433–434
Canadian	432–433
Electric Cars and Trucks, American	424
Marine Engines and Motor Boats, American	424
Parts, American	430
Passenger Car, American	426–427
Spark Plugs and Magnetos, American	419
Tires, American	431
Trend Story	425
Truck, American	428–429
Imports	
Passenger Cars, U. S.	424
Motor Buses	
Rapid Growth of	378–379
Specifications, American	382–383
Specifications, British	384
Trends Charted	380–381
Motorcycles	
Production of	341
Specifications, American	420
Specifications, British	418-419
Passenger Cars	
Body Spec., American	356–357
Chassis Spec., American	358–361
Design Trends	354
Electric Specifications	386–387
Engine Spec., American	362–365
European Design Trends	377
Exports, American	426–427
Exports, Canadian	432
Production	336–342
Production Capacity	334–335
Specifications, Austrian	376
Specifications, British	368–369
Specifications, for Export	366
Specifications, French	370–373
Specifications, German	374–376
Specifications, Italian	373
Trends Charted	355, 367
Production	
Foreign	337–340
Motorcycle	341
Passenger Cars	336–342
Tires	339
Trucks	336–342
Rail Cars	
Specifications, American	386–387
Registrations	
United States	348–352
World	343–347
Stock Clutches	
Specifications, American	416–417
Stock Engines	
Specifications, American	408–411
Stock Front Axles	
Specifications, American	414
Stock Gearsets	
Specifications, American	415
Stock Rear Axles	
Specifications, American	412–413
Stock Steering Gears	
Specifications, American	
Taxicabs	
Specifications, American	386–387
Tractors	
Specifications, American	404–407
Trucks	
Design Trends	385
Electric, Specifications	396–397
Exports, American	428–429
Exports, British	433
Exports, Canadian	432
Production	336–342
Specifications, American	389–395
Specifications, British	401–402
Specifications, French	398–399
Specifications, German	400
Trends Charted	388, 403



The margin between capacity and output was larger in 1924 than in 1923. Probably it won't be decreased much in 1925. But whatever tendency to overexpansion once existed has been entirely wiped out. The psychology of the industry is right. Everything is set for sound progress

Our Industry Today

By Norman G. Shidle

LET'S take a look at the big automotive picture. Day after day innumerable problems of detail come before the automotive executive for solution. Inevitably he becomes engrossed in carrying out specific activities of selling, financing, distribution, production or engineering. That's as it should be.

But every once in a while it's a good thing to back away from the daily task and glance over the industry as a whole.

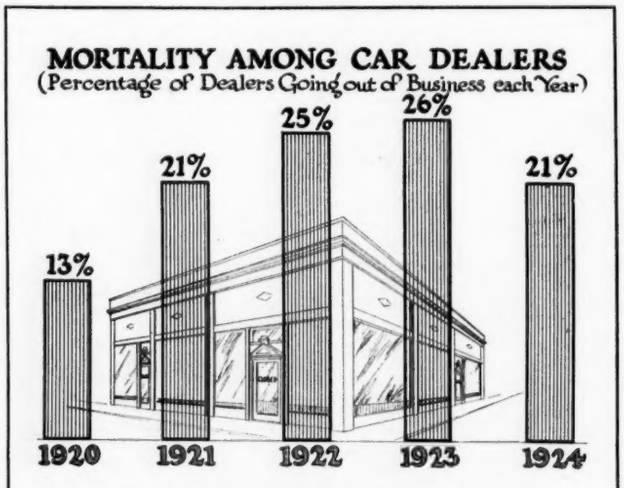
For changes are taking place.

Where do we stand today?

Everybody knows that the maladjustment of production capacity to actual demand for cars has brought on a good many of the troubles which have plagued the passenger car industry for some time past. Is the situation getting any better?

There is every reason to believe that it is. True, a greater disparity between capacity and output existed in 1924 than in 1923 and that the prospects for decreasing the margin in 1925 doesn't seem to be very great. But every executive in the industry has a clear understanding of how things stand. There isn't any tendency to overexpand such as was present a few years ago. Psychologically and practically the industry is on the right track.

This latter statement holds true for distribution policies as well as for production plans. The realization is growing that automobile dealers must be automotive merchants, handling accessories, running an up-to-date service station and serving their customers in connection with all of their automotive wants. Car manufacturers, who once opposed the idea of dealers handling anything but vehicles, now are encouraging them to take on other automotive lines. The feeling grows that a stable, financially sound dealer selling accessories as well as cars is a better representative than the man who has nothing to fall back on if car sales take a temporary slump. This trend is illustrated by the accompanying chart which shows that, in all probability, less than 50 per cent of the automotive business done this year will consist of vehicle sales.



It looks as though dealer mortality had started on the down grade. A decrease was recorded in 1924 for the first time in five years. The constructive work being put on dealer relations by car manufacturers at present makes likely another drop in 1925

Car sales are harder to make today than they were five years ago. Dealer profits have decreased in many cases. The dealer's cash register isn't ringing up the profits that it once did. Another of the accompanying charts shows, for example that—Ford dealers excluded—the average car sales per dealer in 1924 were only $39,225, as against $51,344 in 1923; and this despite the fact that the actual number of dealers increased less than 10 per cent. Profits of Ford dealers have held up better than

the average, declining only slightly in 1924 as compared to 1923.

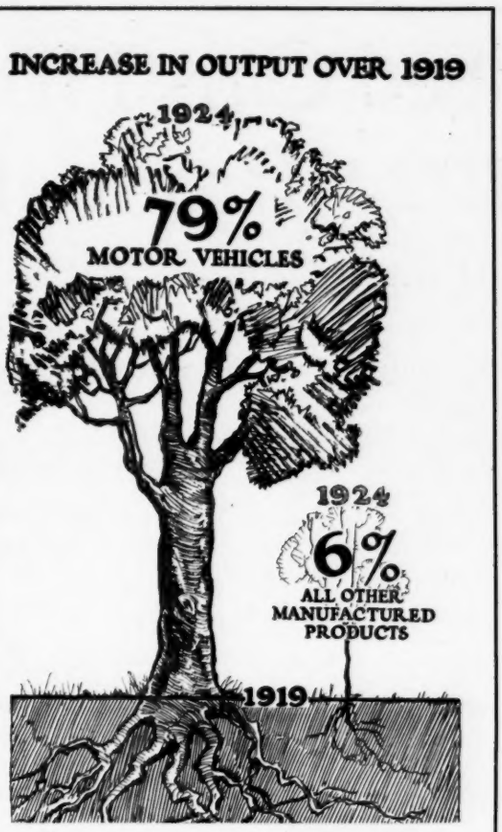
One highly favorable sign appears on the merchandising horizon. Mortality among car dealers decreased from 26 per cent in 1923 to 21 per cent in 1924. The constructive attitude being taken by car makers toward their distributing organizations at present makes it almost certain that this percentage will go down another peg this year.

Several new dealer help plans will be put under way in 1925, some of them by the largest companies in the industry. Special efforts will be made to find out in detail what the dealer needs in the way of assistance; then practical means will be devised to give it to him.

The days of bombast and bunk in automotive marketing have passed.

This is very evident from analysis of the intelligent approach being made to dealer relationships today.

With good business looming ahead for the next twelve months and with factories determined to keep production schedules on a conservative basis, the percentage of dealer mortality not only should go down, but it should go down hard.



This chart, drawn with 1919 production as a base, visualizes very strikingly the growth from that time. Since 1919 production of motor vehicles has increased 79 per cent as against only 6 per cent for all manufactured products

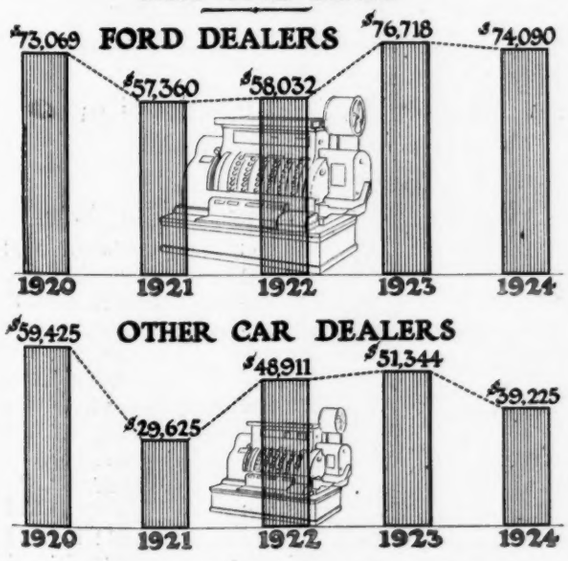
It is highly desirable that the figure be brought as low as possible, since the cost turnover among retailers is a real expense item on factory profit and loss sheets, although it doesn't appear as such.

Cutting dealer mortality is one of the quickest ways to decrease automotive marketing costs.

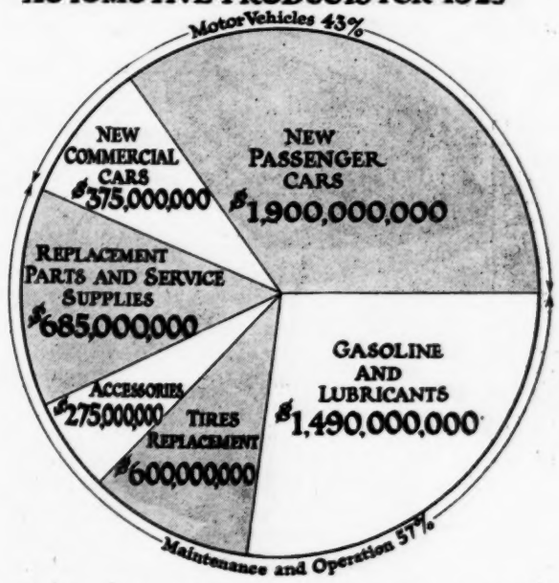
Many complex merchandising problems remain to be solved, it is true, but everybody is ready and willing to go to work on them.

It is common knowledge that the automobile industry has grown with great rapidity in the last few years. The chart presented here showing its increased production since 1919 as compared with that of all industries gives a striking visualization of what has been going on. It brings home with new force what has been happening in the automotive field.

The big picture of the automotive industry is good to look at today. It mirrors those achievements which have gone before and portends the more remarkable accomplishments which lie ahead. The industry is on a sounder basis than ever before in its history. Another milestone on the highway to achievement will be erected in 1925.



Car sales per dealer aren't as big as they used to be. But many more dealers are selling accessories, parts and service than ever before and thus are increasing their financial stability



Vehicle sales always will be a big part of the automotive business, but the sale of other units now comprises a big percentage of the total. Car dealers today are automotive merchants

Higher Priced Cars Hold Up Well in 1924 Production

Percentage of total output comprised of cars selling for over $2,000 increases. Truck total is almost equal to that of 1923. Sales of foreign makers growing.

THE second largest year in the history of automotive production has been completed. During the 12 months of last year all branches of the automotive industry passed through a period of fairly good business, despite the fact that overproduction took place in the early months and that total output for the year dropped behind that of 1923 in most lines.

The 1924 domestic output of major automotive units was as follows:

Passenger cars	**3,261,682**
Trucks	**375,396**
Motorcycles	**43,000**
Tires	**48,000,000**

Passenger car production fell behind that of 1923 by something less than 400,000, but the output of commercial vehicles held up remarkably well, showing a decrease of only about 1000. Motorcycles slumped slightly, but tire output increased again.

While trucks still are a small proportion of the total motor vehicle output, their relative strength in the 1924 market is significant of the facility with which these vehicles are fitting into their rightful place in our transportation scheme.

The bus development which took place last year contributed somewhat to the relatively good truck output. It is estimated by E. F. Loomis of the N. A. C. C. that about 12,500 buses were built by American manufacturers last year. Something like 53,000 buses now are in use throughout the country, so that the 1924 output comprised nearly 24 per cent of all the buses produced thus far.

The wholesale value of both cars and trucks dropped considerably last year as compared with 1923. The decrease is particularly noticeable in the truck field, where the wholesale value fell off about $27,000,000, while output held steady. This indicates an increase in the proportion of small capacity commercial vehicles being sold. Just how the sales have shifted is shown in detail by the table of "Number and Per Cent of Truck Production by Capacities." Last year 81.4 per cent of all the models built were of 1½ tons capacity or less; this year 86.3 per cent were in the low capacity groups. Study of the table shows that this increased percentage in the smaller trucks is as great as the total percentage of any other single class specified.

Conservative Schedules

Little remains to be said about the passenger car figures that has not already been outlined in one or more of the marketing discussions which have been common throughout the industry during the last few months. The early overproduction of 1924 and the subsequent leveling out of dealer stocks through decreased factory output have passed into automotive history. The new year now is well under way and conservative optimism is dominating production schedules. Manufacturers for

Passenger Car Production

(In United States and Canada)
(*Compiled by N. A. C. C.*)

	Number	Value
1912	356,000	$335,000,000
1913	461,500	399,902,000
1914	543,679	413,859,379
1915	818,618	565,978,950
1916	1,493,617	797,469,353
1917	1,740,792	1,053,505,781
1918	926,388	801,937,925
1919	1,657,652	1,461,785,925
1920	1,883,158	1,809,170,963
1921	1,514,000	1,093,918,000
1922	2,406,396	1,567,003,041
1923	3,636,599	2,276,399,270
1924	3,261,682*	1,994,540,000

*3,144,503 produced in United States and 117,179 in Canada.

Motor Truck Production

(In United States and Canada)
(*Compiled by N. A. C. C.*)

	Number	Value
1912	22,000	$43,000,000
1913	23,500	44,000,000
1914	25,375	45,098,464
1915	74,000	125,800,000
1916	90,000	157,500,000
1917	128,157	220,982,668
1918	227,250	434,168,992
1919	316,364	423,326,621
1920	322,039	423,756,715
1921	147,550	166,082,000
1922	252,668	222,635,324
1923	376,257	311,144,434
1924	375,396*	284,556,000

*358,266 trucks produced in United States, 17,130 Canada.

the most part are thinking costs and profits rather than production alone.

The increased sale of closed cars is reflected clearly in the detailed figures showing passenger car production by price classes. The number of cars actually sold for less than $1,000 was considerably less than in 1923, while the proportion of total production made up of cars in this group fell from 81.6 per cent to 73.3 per cent. A corresponding increase in percentage from 16.4 per cent to 24.1 per cent is recorded in the $1,000-$2,000 group. There is little question that this shift is due chiefly to the greatly increased closed car sales even in the lower price ranges.

For the first time in several years the higher priced cars have maintained their relative position as regards output. A slight gain in percentage of total production was made by cars in both the "$2,000-$3,000" and the $3,000 and over" classes.

Number and Percentage of Passenger Car Production by Years and Price Classes

(In United States and Canada)

(Based on actual sales price of model)

Years	Number	Under $1,000 Per Cent of Total	Number	$1,000-$2,000 Per Cent of Total	Number	$2,000-$3,000 Per Cent of Total	Number	$3,000 and Over Per Cent of Total
1912	155,000	43.8	169,800	47.7	10,300	2.9	19,900	5.6
1913	289,400	62.7	131,500	28.5	23,100	5.0	17,500	3.8
1914	339,800	62.5	160,400	29.5	29,900	5.5	13,600	2.5
1915	591,900	72.3	199,700	24.4	18,000	2.2	9,000	1.1
1916	1,214,300	81.3	231,500	15.5	35,800	2.4	11,900	.8
1917	1,389,200	79.8	304,600	17.5	26,100	1.5	20,900	1.2
1918	663,300	71.6	224,200	24.2	31,500	3.4	7,400	.8
1919	976,400	58.9	578,500	34.9	69,600	4.2	33,200	2.0
1920	1,118,600	59.4	619,600	32.9	80,800	4.3	64,000	3.4
1921	1,044,700	69.0	352,800	23.3	81,700	5.4	34,800	2.3
1922	1,780,700	74.0	524,600	21.8	60,200	2.5	40,900	1.7
1923	2,967,500	81.6	596,400	16.4	43,600	1.2	29,100	.8
1924	2,390,813	73.3	786,065	24.1	42,402	1.3	42,402	1.3

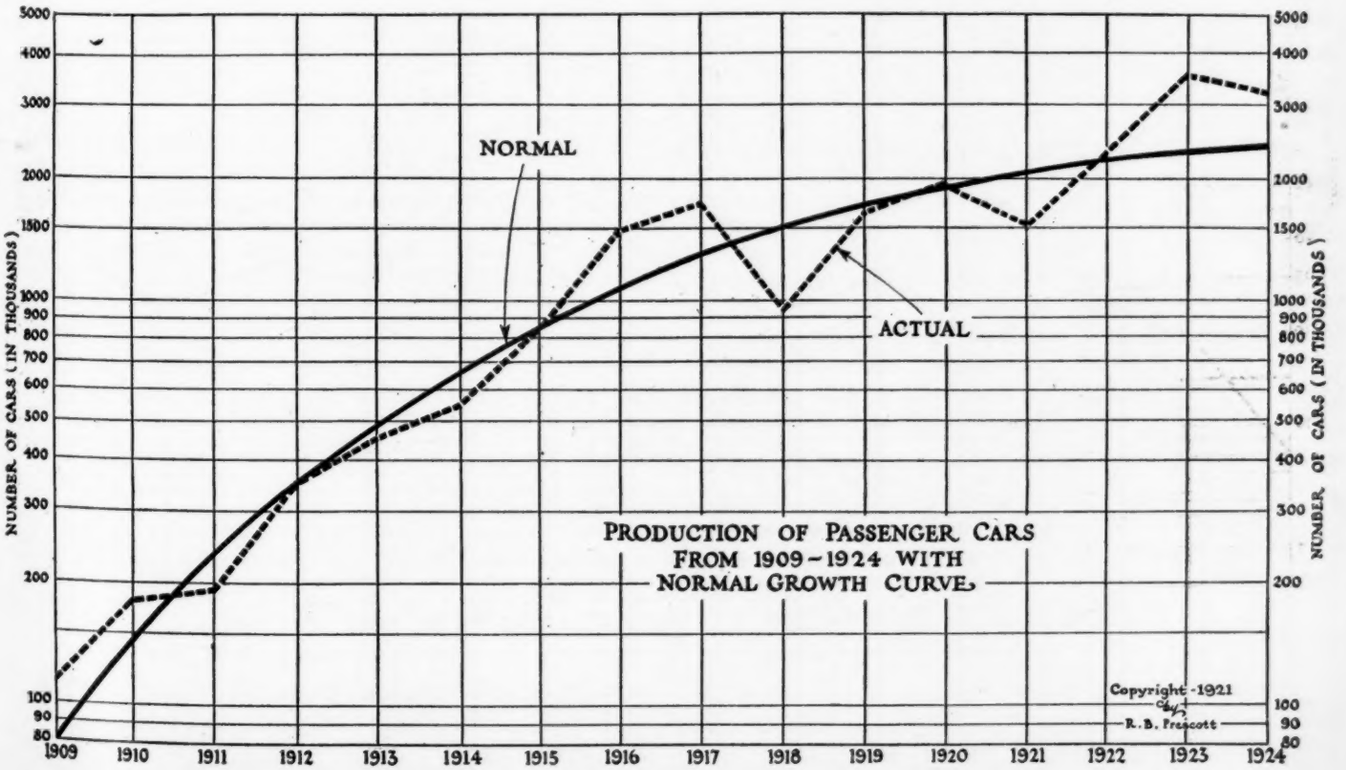
Price increases and closed car popularity doubtless are responsible for the numerical gain in output of cars selling for over $3,000 from 29,100 in 1923 to 42,402 in 1924, while the production of the industry as a whole was declining. This situation is exactly the reverse of that which appeared a year ago, when the higher priced cars slumped in production while the industry was moving ahead at a rapid pace. The trends shown in the table of production by price classes, it should be remembered, are economic rather than competitive in character. The table is based on the actual price of each model, so that two models of the same make of car frequently appear in different price classes.

Michigan still is by far the largest automobile producing State, as it always will be so long as Ford and Chevrolet production be allocated to it. No other method of classification is possible, however, at the present time. Ohio again holds second place, with Indiana, New Jersey, Wisconsin, Connecticut, Missouri, New York and Illinois following in the order named.

Motorcycle production fell off last year slightly. Accurate figures are not available as regards output of the two-wheeled vehicles, but the total of 43,000 given here is high rather than low.

Foreign Automobile Production

While motor vehicle production in the United States was falling off in 1924, that of Great Britain and France, the largest European producing nations, was going up at



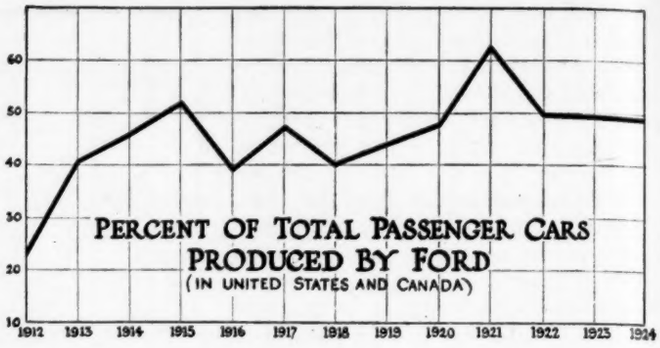
a normal rate. Despite tariff difficulties and much talk of sales troubles, the best estimates available show that in 1924 British output, exclusive of Ford British production, increased about 22,000 over 1923. French makers stepped up their schedules by 45,000. In Germany a drop of approximately 15,000 was recorded.

Car and truck production for 1924 in the chief manufacturing countries outside the United States was approximately as follows:

France	**170,000**
Canada	**135,000**
Great Britain	**97,000**
Italy	**25,000**
Belgium	**25,000**
Germany	**20,000**

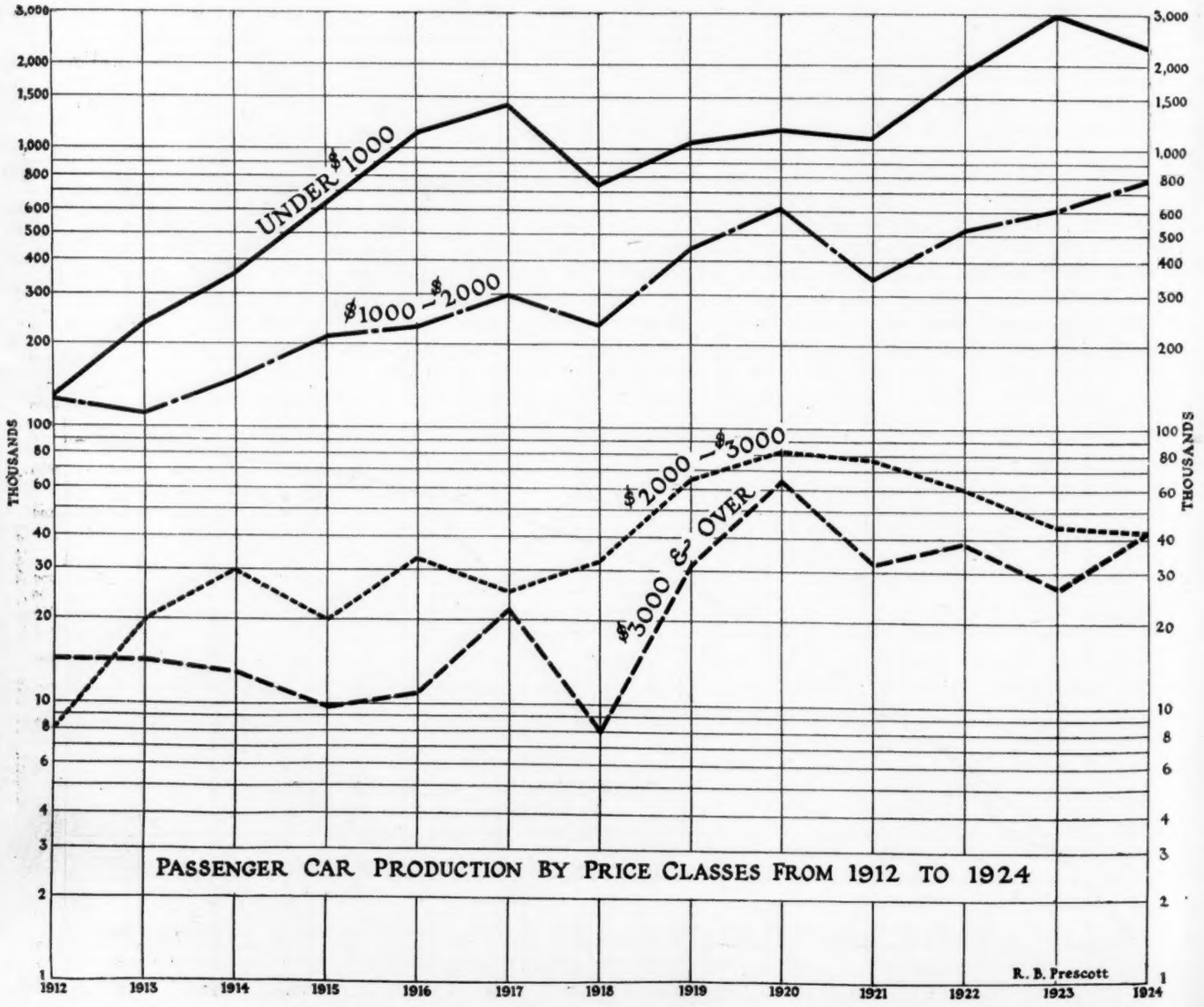
The Canadian figures are included with those for the United States in the tables published herewith, the totals issued by the National Automobile Chamber of Commerce segregating domestic and Canadian output in 1924 for the first time.

Great difficulty attends procurement of accurate production figures for any of the foreign countries. Production returns are not turned in to any central body as in the United States and many manufacturers are loath to give figures as regards their sales. Information concerning many important factories, however, together with analysis of the registration, import and export statistics form the basis for reasonably good data.

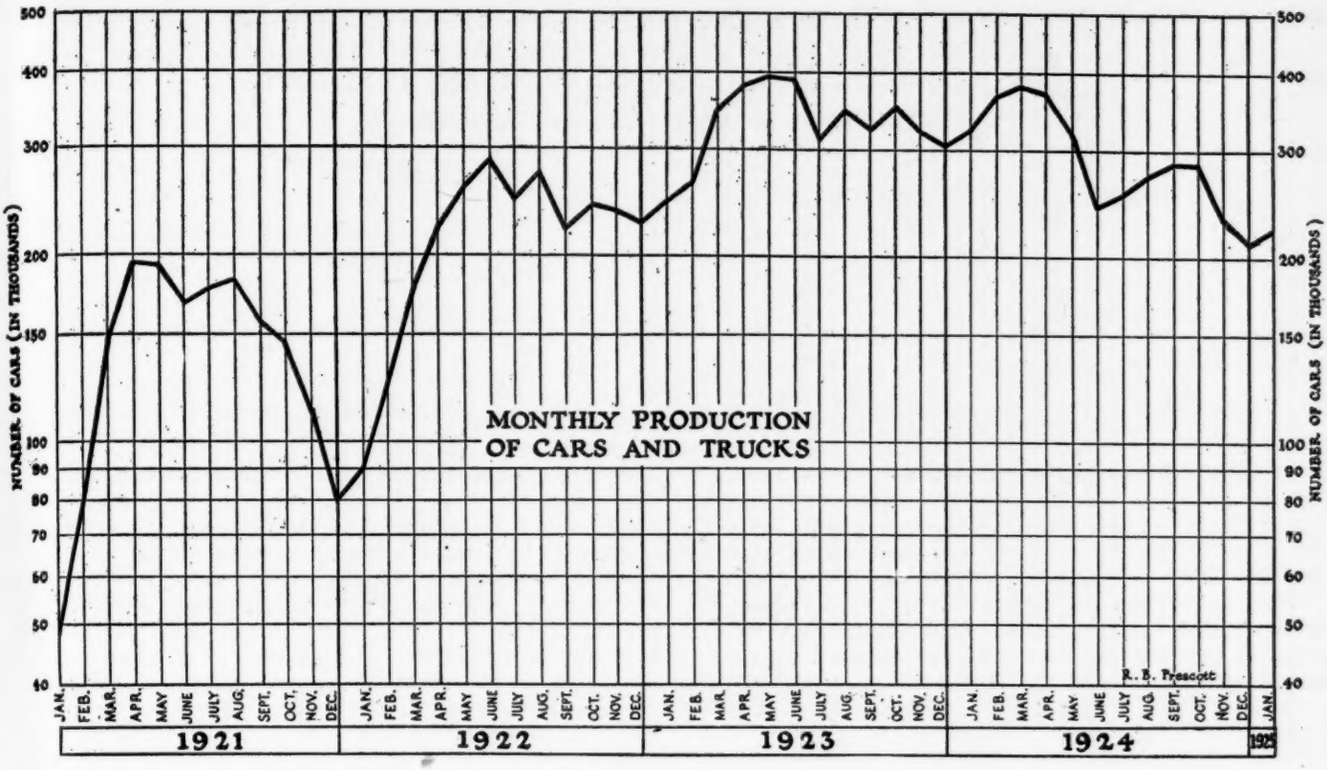


France leads European countries with an output of 170,000 automobiles for the year 1924. Of this number nearly 120,000 were absorbed by the home market and 47,000 were exported; the balance represents replacements of scrapped cars.

Citroen heads the list of producers with not less than 45,000 for the year, these representing two chassis models, of respectively 10 and 5 hp., European rating. Renault is second in number of cars but, having numerous side lines, his total volume of business is greater



PASSENGER CAR PRODUCTION BY PRICE CLASSES FROM 1912 TO 1924



than that of any other automobile manufacturer in France.

Berliet, Peugeot, Mathis and Ford come next on the list of producers. The medium sized factories producing from 2500 to 3500 cars are Talbot, De Dion Bouton, Unic, Delage, Chenard-Walcker, Panhard-Levassor, Amilcar and Salmson. Those estimated to have produced between 1000 and 2000 cars during the year are Delahaye, Lorraine-Dietrich, Voisin and Hotchkiss. Eighty firms are actively engaged in automobile production in France, and 20 of these handle at least 80 per cent of the total business.

Italy's estimated production is 25,000 cars, of which 16,000 were exported. Fiat is responsible for 70 per cent of the Italian production, or 17,500 cars. Ten other firms produce 7500 cars between them. Lancia is the leader in this group with 1500 output. The nine others thus average less than 700 cars a year.

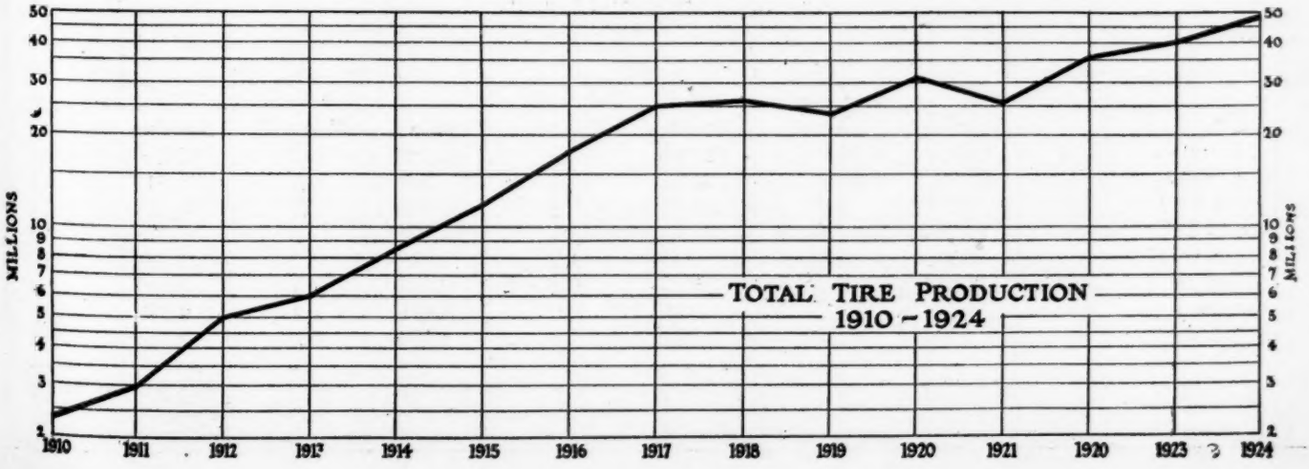
Belgium's output of 25,000 cars is obtained only by the aid of Ford's assembly plant at Antwerp. The Minerva Company is the biggest all-Belgian firm, with a production of about 3500 cars during the year. Metallurgique and F. N. follow with about 1000 each; all the others have less than 1000.

With the exception of Opel, which is building a light two-seater, the German factories have not attempted big production. High grade cars built in limited numbers are the general products of the country.

British figures are founded upon the new registrations in the different classes during the twelve months ended Aug. 31, with allowances for imports, exports, 10 per cent scrapped vehicles, and cars assembled from imported parts. In the latter category are placed the products of the Ford plant at Manchester, though it is claimed there that over 90 per cent of each Ford chassis sold in England is British made. The Ford output is given as approximately 14,000 cars, 16,000 trucks and 1000 tractors.

The output of passenger cars from purely British factories in 1924, with the reservations mentioned, can be put at approximately 97,000, a figure which indicates an increase of approximately 22,000 as compared with the 1923 figure.

It is easy to account for much of this increase by the



Passenger Cars Manufactured by States, 1912-1924

(Ford and Chevrolet production allocated to Michigan)

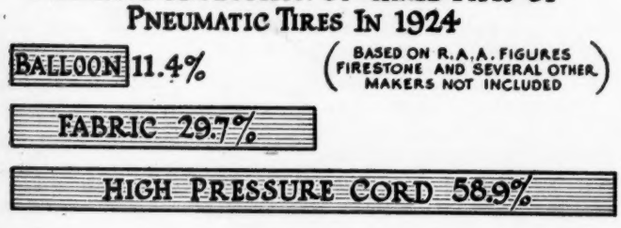
Year	Mich.	Ind.	Ohio	N. Y.	Ill.	Wis.	Conn.	Mass.	Mo.	N. J.	Pa.	Va.	Ga.	Ky.	S. C.
1912.....	193,307	5,305	32,914	9,653	1,216	11,482	2,016	851	894	375	724	.....	.....	.....	.....
1913.....	296,877	8,188	42,901	6,385	3,100	13,541	2,018	721	1,205	573	582	113	.....	.....	.....
1914.....	432,156	7,990	51,627	5,826	2,108	15,551	1,230	591	1,454	502	388	106	.....	.....	.....
1915.....	636,721	17,329	102,562	6,550	3,099	22,795	943	.....	1,015	527	4,300	22	.....	.....	.....
1916.....	1,041,971	29,083	156,586	7,153	7,092	41,477	895	.....	2,632	740	5,364	119	.....	.....	.....
1917.....	1,341,857	37,918	150,225	12,653	10,975	32,016	762	.....	2,067	685	1,574	205	.....	.....	.....
1918.....	671,942	21,561	97,343	8,066	10,111	24,234	370	.....	1,464	360	415	191	.....	.....	.....
1919.....	1,344,346	34,557	94,661	11,659	14,292	49,150	484	.....	1,930	583	875	269	.....	249	751
1920.....	1,488,707	39,837	142,015	13,034	22,021	52,165	785	33	2,813	968	1,464	195	32	188	1,180
1921.....	1,315,366	22,128	66,692	10,504	9,463	24,663	327	158	5,797	495	543	145	375	.....	481
1922.....	1,919,126	133,143	134,292	64,983	15,280	46,460	350	315	16,151	330	408	115	240	200	6,300
1923.....	2,900,142	184,771	250,504	199,932	19,907	64,467	194	178	20,444	272	59	.....	193	252	1,875
1924.....	2,681,814	116,853	197,486	9,281	6,478	53,819	20,447	89	14,295	83,360	35	.....	.....	.....	616

Since Canadian figures and those covering a few miscellaneous cars of small production are not included, the total figures are slightly less than those given in another table of passenger car production.

greater Morris output alone, which is generally believed and roughly admitted to have been double that of 1923 (19,000).

Truck production has increased greatly on the 1923 standard, and calculations confirm estimates that the output in 1924 was nearly 10,000, as compared with 3000 in 1923.

The absorption of practically all war surplus trucks by the end of 1923 is partly accountable for the increase,


RELATIVE PRODUCTION OF THREE TYPES OF PNEUMATIC TIRES IN 1924
BALLOON 11.4%
(BASED ON R.A.A. FIGURES FIRESTONE AND SEVERAL OTHER MAKERS NOT INCLUDED)
FABRIC 29.7%
HIGH PRESSURE CORD 58.9%

but another important factor is the greatly increased demand for light high-speed vans and one-ton trucks. The increase in truck registrations in the twelve months was 29,793, but two-thirds of the additional vehicles can be allocated to the Ford plant and to imports. The additional truck registrations in 1923 were 23,000. Buses, taxicabs and other public passenger vehicles increased by approximately 8200, though what proportion of that total should be allocated to truck and passenger car makers and to imports cannot even be guessed.

In estimating the British production of motor cycles it is possible to secure a fairly close approximation from the registration returns, if one may assume that 10 per cent of the machines registered in 1923 have been scrapped, a conservative allowance which gives the average motor cycle a life of ten years. On that basis the output was approximately the same as in the previous twelve months, viz., approximately 102,000 (the figure 60,000 given last year represented additional registrations without allowing for scrapped machines).

The British Industry

The annual census of the automobile industry in Great Britain, which has just been forwarded to the automotive division of the Department of Commerce, by Trade Commissioner William M. Park at London, shows that the industry now consists of 95 British manufacturers of pleasure cars, 90 British manufacturers of gasoline, steam and electric commercial and public service vehicles and 700 manufacturers of parts and accessories.

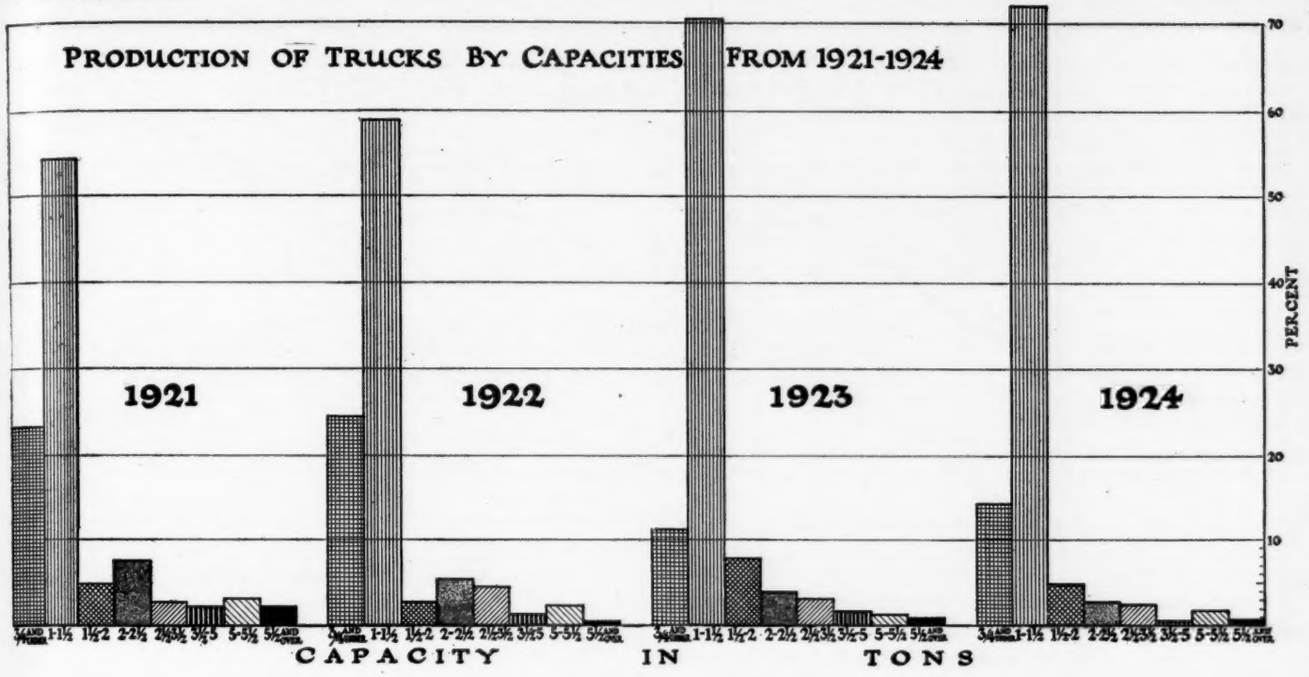
The figures show that there are 100 "concessionaires" of American and Continental motor vehicles and approximately 1400 companies and firms engaged directly in the distribution of automotive equipment. The industry employs 250,000 people and represents a capital investment of approximately £200,000,000, the figures show. The

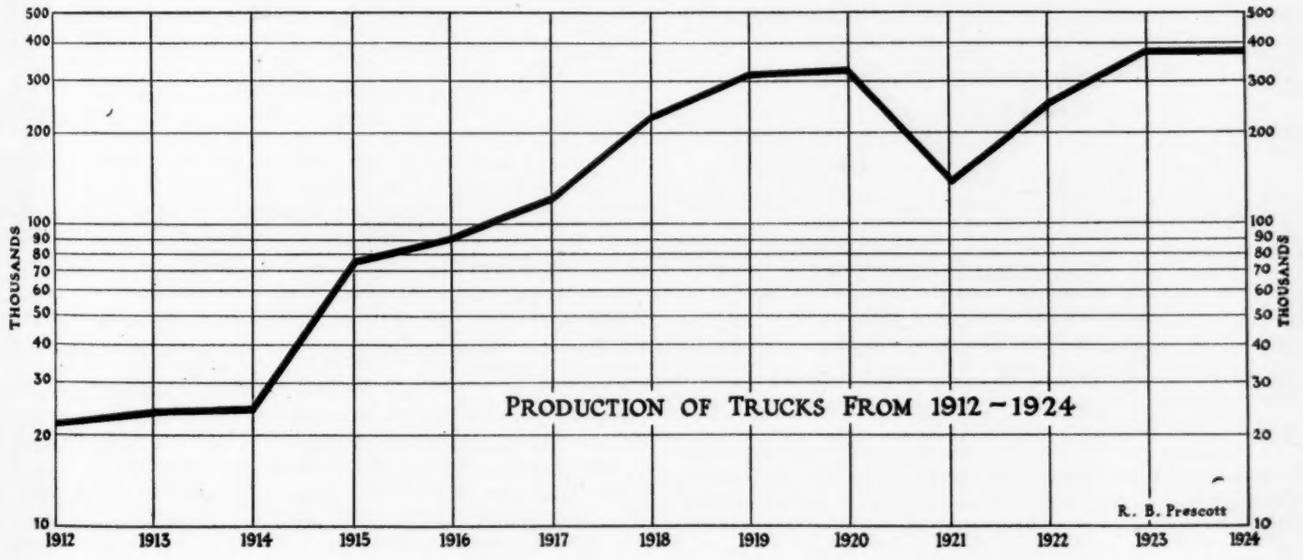
Number and Per Cent of Truck Production by Capacities

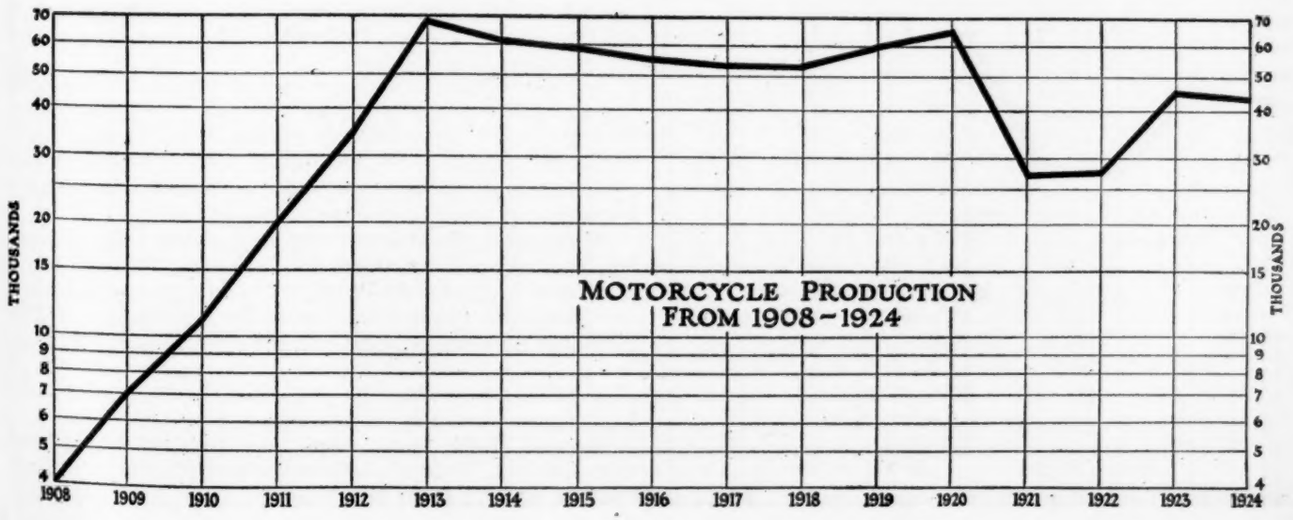
In United States and Canada

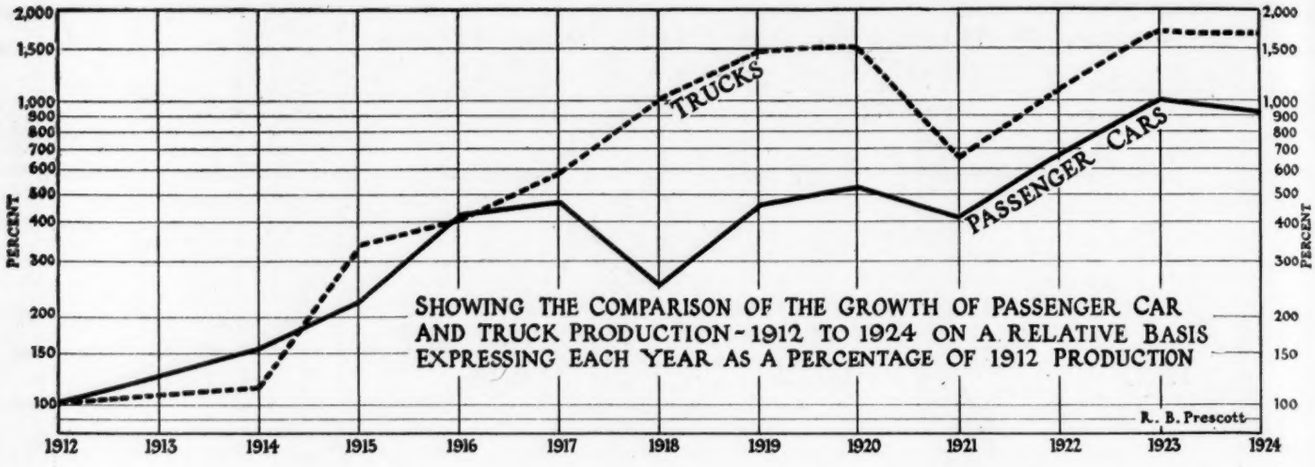
(Based on N. A. C. C. Figures)

	1921		1922		1923		1924	
Size	Number	Per cent of total	Number	Per cent of total	Number	Per cent of total	Number	Per cent of total
¾ ton or less	33,809	22.9	62,194	24.5	44,198	11.3	53,263	14.2
1 ton to 1½	79,844	54.1	147,796	58.5	275,343	70.1	270,816	72.1
1½ ton to 2	7,076	4.8	7,134	2.8	30,249	7.7	18,533	4.9
2 ton to 2½	11,206	7.6	13,830	5.5	14,998	3.8	10,532	2.8
2½ ton to 3½	3,958	2.7	11,247	4.5	12,519	3.2	9,833	2.6
3½ ton to 5	3,343	2.3	3,319	1.3	6,761	1.7	2,112	.6
5 ton to 5½	4,714	3.2	5,718	2.3	4,611	1.2	6,969	1.9
5½ ton and above	3,600	2.4	1,430	.6	4,081	1.0	3,338	.9
	147,550	100.0	252,668	100.0	392,760	100.0	375,396	100.0


PRODUCTION OF TRUCKS BY CAPACITIES FROM 1921-1924
1921
1922
1923
1924
PERCENT
CAPACITY IN TONS


PRODUCTION OF TRUCKS FROM 1912-1924
THOUSANDS
R. B. Prescott


MOTORCYCLE PRODUCTION
FROM 1908-1924
THOUSANDS



largest British concern is The Morris Company, which produces only light cars. Their 1925 program embraces a production of about 40,000 vehicles.

Despite increases in output, the production of foreign factories still comprises an insignificant part of the American total. The increases recorded, however, are encouraging because they indicate a growing desire on the part of foreign countries to use motor transportation. American manufacturers as well as those in foreign lands, will profit from that development.

Closed Cars Gain

Production of closed models has continued to increase 38.7 per cent of all cars produced in the United States and Canada during 1924 come under this classification. This compares with 33.8 per cent in 1923 and 26.8 per cent in 1922.

As heretofore the percentage of closed models produced is much higher as the price of the car increases. Nevertheless it reached 31.8 per cent in the case of cars selling for less than $1000 and jumped from 45.8 per cent in 1923 to 70.7 per cent in 1924 in the case of cars selling from $1000 to $2000. This is good evidence of the growing popularity of closed models, particularly in the medium price classes.

In recent years Ford's production has approximated or exceeded 50 per cent of the total passenger car output in the United States and Canada. This is abundant evidence, if that were necessary, that the lowest priced commodity when it possesses a reasonable degree of serviceability is certain to be a dominant factor in the market.

Per Cent of All Cars Produced in 1915 to 1924 Which Have Closed Bodies

(United States and Canada)

1915	2.4	1920	16.0
1916	2.8	1921	21.0
1917	4.2	1922	26.8
1918	7.3	1923	33.6
1919	9.1	1924	38.7

Per Cent of Closed Cars by Price Classes Produced 1922 to 1924

(United States and Canada)

Year	Under $1,000	$1,000 to $2,000	$2,000 to $3,000	$3,000 and Over
1922	23.8	38.8	78.8	77.1
1923	29.3	45.8	75.2	90.6
1924	31.8	70.7	76.9	90.0

Note.—Based on actual f.o.b. price of car model.

Motorcycle Production

1908	4,000	1916	54,000
1909	7,000	1917	53,000
1910	11,000	1918	52,000
1911	20,000	1919	59,000
1912	35,000	1920	64,000
1913	70,000	1921	27,000
1914	60,000	1922	27,500
1915	57,000	1923	44,000
		1924	43,000

Horse-Drawn Vehicle Manufacturers Are Decreasing

THE inroads which the automobile is making on the horse-drawn vehicle are graphically shown in a census of the latter industry by the U. S. Census Bureau.

Comparative figures for 1923 are made with 1921 and show that the number of establishments manufacturing horse-drawn vehicles in 1921 was 967, compared with 493 in 1923—a decrease of 49 per cent during the two years. The number of wage earners decreased 7.8 per cent; wages decreased 14.1 per cent, while the value of the manufacturers' product decreased from $42,445,968 in 1921 to $41,994,173 in 1923—a loss of 1.1 per cent during the two year period.

A comparison of the horse-drawn vehicle manufacturing industry with that of the automobile industry shows that out of a total output of vehicles in the United States in 1923, there were manufactured 3,890,134 motor vehicles, valued at $2,611,447,430, compared with 236,091 horse-drawn vehicles, valued at $41,994,173.

Of the 493 establishments reporting for 1923, 59 were located in New York, 52 in Pennsylvania, 37 in Ohio. 31 in Missouri, 29 each in Illinois and Indiana, 23 in Tennessee, 22 in Massachusetts, 21 in Kentucky, 19 each in Virginia and Wisconsin and the remaining 91 scattered.

OFFICIAL statistics of automobile imports into Czecho-Slovakia show that during the first nine months of 1924 there were imported 142 cars from taly, 139 from France, 44 from the United States, 28 from Austria and 24 from Germany.

3,634,272 Motor Vehicles Are in Use Outside United States. World Total Now Is 31,360,779

OUTSIDE the United States there were 3,634,272 cars and trucks in operation on Jan. 1, 1925. This is an increase of 625,463, or nearly 21 per cent, over the previous year.

The total for the whole world, including the 17,726,507 vehicles registered in the United States, has grown to 21,360,779, a gain of 17.2 per cent in the last twelve months. Motorcycles in use now total about 1,071,239, of which number approximately 930,000 are in foreign countries.

These are the chief facts developed by the annual world census of automobiles just completed by AUTOMOTIVE INDUSTRIES, the *American Automobile* (overseas edition) and *El Automovil Americano*. The figures given here for the United States differ slightly from those recorded on the accompanying map, because the final check of domestic registrations had not been completed when the map went to press.

Every part of the world contributed to the increased registration totals. Africa stands first in percentage

World Registration of Cars and Trucks

(Alphabetically Listed)

Abyssinia	35	Fiji Islands	250	Nicaragua	425
Alaska	1,225	Finland	5,462	Norway	20,467
Algeria	14,600	France	573,967	Nyassaland	180
Angola	525	French Africa	1,329	Other Oceania	250
Arabia	465	Germany	216,300	Palestine	855
Argentina	120,000	Gibraltar	240	Panama	3,000
Australia	205,000	Great Britain	778,211	Paraguay	310
Austria	15,140	Greece	5,500	Persia	1,700
Azores	298	Guadeloupe	601	Peru	6,000
Bahamas	645	Guatemala	906	Philippine Islands	14,828
Barbados	1,410	Guiana (British)	1,555	Poland	7,963
Belgian Congo	325	Guiana (Dutch)	70	Porto Rico	10,263
Belgium	65,000	Guiana (French)	62	Portugal	9,000
Bolivia	1,092	Haiti	1,000	Portuguese East Africa	360
Brazil	44,834	Hawaii	22,600	Rumania	11,000
British East Africa	3,050	Holland	31,004	Russia	25,000
British Honduras	111	Honduras	300	Salvador	1,000
British Malay	15,404	Hongkong	1,055	Samoa	183
British West Africa	7,150	Hungary	4,610	Siam	2,500
British Somaliland	15	Iceland	200	Society Islands	253
Bulgaria	1,003	India	63,500	Spain	70,000
Canada	636,489	Indo-China	5,750	Sudan (Anglo-Egyptian)	130
Canary Islands	2,600	Iraq	1,470	Sweden	63,000
Ceylon	6,312	Irish Free State	17,400	Switzerland	29,848
Chile	8,000	Italian Somaliland	98	Syria	3,044
China	10,000	Italy	89,712	Trinidad	603
Chosen	1,122	Jamaica	2,985	Tripolitania	70
Columbia	3,000	Japan	19,693	Tunisia	3,706
Costa Rica	489	Latvia	635	Turkey	2,600
Cuba	33,124	Lithuania	493	Union South Africa	51,500
Cyprus	510	Luxemburg	2,768	United States	17,726,507
Czecho-Slovakia	11,700	Madagascar	325	Uruguay	20,890
Danzig	1,757	Madeira Islands	320	Venezuela	4,000
Denmark	47,500	Malta	700	Yugoslavia	6,000
Dominican Republic	2,100	Martinique	1,025		
Dutch East Indies	35,950	Mauritius	2,000	Total	21,360,779
Dutch West Indies	322	Mexico	35,000		
Ecuador	900	Morocco	5,600		
Egypt	7,233	Newfoundland	870		
Esthonia	743	New Zealand	60,600		

World Registration of Cars and Trucks

(Numerically Listed)

United States	17,726,507	British West Africa	7,150	Esthonia	743
Great Britain	778,211	Ceylon	6,312	Malta	700
Canada	636,489	Peru	6,000	Bahamas	645
France	573,397	Yugoslavia	6,000	Latvia	635
Germany	216,300	Indo-China	5,750	Trinidad	603
Australia	205,000	Morocco	5,600	Guadeloupe	601
Argentina	120,000	Greece	5,500	Angola	525
Italy	89,712	Finland	5,462	Cyprus	510
Spain	70,000	Hungary	4,610	Lithuania	493
Belgium	65,000	Venezuela	4,000	Costa Rica	489
India	63,500	Tunisia	3,706	Arabia	465
Sweden	63,000	British East Africa	3,050	Nicaragua	425
New Zealand	60,600	Syria	3,044	Portuguese East Africa	360
Union of South Africa	51,500	Colombia	3,000	Belgian Congo	325
Denmark	47,500	Panama	3,000	Madagascar	325
Brazil	44,834	Jamaica	2,985	Dutch West Indies	322
Dutch East Indies	35,950	Luxemburg	2,768	Madeira Islands	320
Mexico	35,000	Canary Islands	2,600	Paraguay	310
Cuba	33,124	Turkey	2,600	Honduras	300
Netherlands	31,004	Siam	2,500	Azores	298
Switzerland	29,848	Dominican Republic	2,100	Society Islands	253
Russia	25,000	Mauritius	2,000	Fiji Islands	250
Hawaii	22,600	Danzig	1,757	Other Oceania	250
Uruguay	20,890	Persia	1,700	Gibraltar	240
Norway	20,467	Guiana (British)	1,555	Iceland	200
Japan	19,693	Iraq	1,470	Samoa	183
Irish Free State	17,400	Barbados	1,410	Nyassaland	180
British Malaya	15,404	French Africa	1,329	Sudan (Anglo Egyptian)	130
Austria	15,140	Alaska	1,225	British Honduras	111
Philippine Islands	14,828	Chosen	1,122	Italian Somaliland	98
Algeria	14,600	Bolivia	1,092	Guiana (Dutch)	70
Czechoslovakia	11,700	Hongkong	1,055	Tripolitania	70
Rumania	11,000	Martinique	1,025	Guiana (French)	62
Porto Rico	10,263	Bulgaria	1,003	Abyssinia	35
China	10,000	Salvador	1,000	British Somaliland	15
Portugal	9,000	Haiti	1,000		
Chile	8,000	Guatemala	906	Total	21,360,779
Poland	7,963	Ecuador	900		
Egypt	7,233	Newfoundland	870		
		Palestine	855		

gain with 35, but Europe, with the big U. S. increase excluded from the American total, runs away with the honors as regards numerical gain. The following tabulation shows at a glance how motor vehicle use has advanced in various parts of the world:

	1925	1924	Per Cent Gain
Africa	101,151	74,697	35
Asia	184,158	161,385	15
America (excl. U. S.)	925,206	812,770	14
Europe	2,115,221	1,690,931	25
Oceania	289,136	219,792	32

The actual gains made in the various territories, U. S. excluded, were approximately:

Europe	425,000
America	113,000
Oceania	70,000
Africa	26,000
Asia	23,000

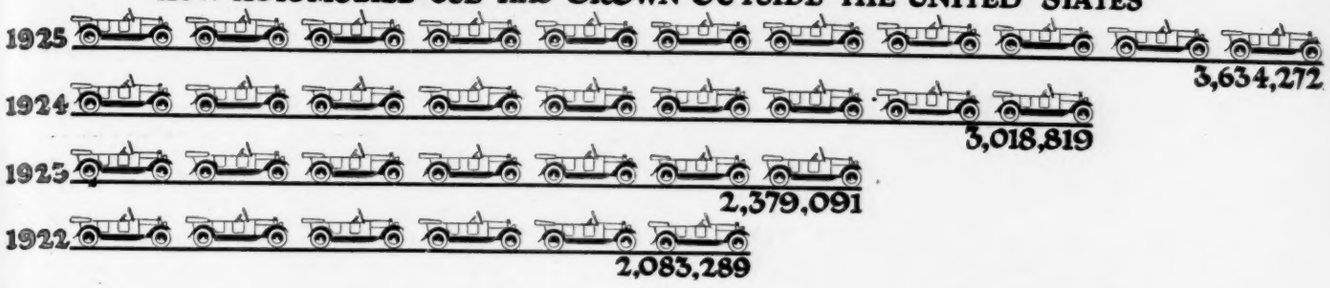
Since it is impossible to get segregated car and truck figures in many countries, no accurate division of the two types of vehicles can be made for the world as a whole. Data from many sources, however, indicate that truck progress has been somewhat more rapid than has that of passenger cars.

The census as a whole shows that the automobile business is growing at a rapid pace everywhere. New establishments have been opened, sales contacts have widened and territorial divisions are being more closely covered for sales. In the years that have elapsed since the industry was founded, in each territory sales and service methods have broadened materially.

Gains such as have been made, with prospects so bright for a continued upswing, can mean only that the automobile business in each country and territory has attained a more substantial and solid position, steadily enlarging, and steadily making more widely available the transportation benefits that only the automobile can supply.

With good business having been done in 1924, and with the entire commercial fabric of the world stronger than

HOW AUTOMOBILE USE HAS GROWN OUTSIDE THE UNITED STATES



it has been since the beginning of the World War, no doubt can be expressed as to the progress during 1925.

The world registration figures reflect the large number of exports made in 1924 from the United States, and also the steadily growing production of foreign car manufacturers. That competition for markets is a great educational influence which results to the benefit of all concerned is indicated by the strides made last year. In 1924 more American companies were cultivating overseas markets and foreign manufacturers were making definite efforts to regain lost ground.

As a result, American builders did more export business than ever before and British and French vehicle makers increased their output considerably over 1923. The foreign market is so much in the development stage today that every bit of sales effort by an individual company aids the industry as a whole, because it helps to sell the automobile and as a medium of transportation.

Unfortunately, it must be said that world registrations are in no sense accurate in any except a few countries. Complete statistics seldom exist, even in numerous territories in which the use of motor vehicles has gone far. Many of the reports are estimates, based, perhaps, on records of sales, records of imports, or, to some extent, even guesses. Inaccuracies have crept in as a result, but on the whole it is doubtful if a deviation of as much as 10 per cent from the actual total is to be found in any territory.

The publication of this census may stimulate further checking of the statistics in those territories where any uncertainty exists, and that is one of the reasons for publishing it at such length. Valuable assistance already has been accorded to the industry through the reports for this census. Further checking and analysis are invited, to the end that complete accuracy may be obtained and a true account written of a progress that has been really remarkable.

Detailed information of importance is revealed by a survey of the tabulations of registration figures by continents.

America

The automobiles in the Western Hemisphere—which includes North, South and Central America and the West Indies — comprised 18,651,113 cars and trucks on Jan. 1, 1925, according to the reports and estimates coming from both trade and official sources. The gain during the year was 2,559,510, or slightly under 16 per cent.

Excluding the United States, there are 925,206 automobiles in operation in the Western Hemisphere, as compared with the 812,770 that were in use a year ago.

Generally, better business conditions, likewise apparent elsewhere, and based on the betterment of agricultural prices, made the year the largest in the history of the industry.

Highway development, slowly getting under way in many countries, became important in 1924, and its extension, coupled with continued business progress, indicates that 1925 should be an excellent year for the industry in these sections.

Increases during 1924, excluding the United States, were chiefly in Argentina, Brazil, Uruguay, Mexico and Peru. The Argentine gain was 20 per cent, while that of Uruguay was at least 30 per cent. The Brazilian gain was over 35 per cent.

Development Rapid in Americas

Country	Total Cars and Trucks	Cars	Trucks	Motorcycles
Alaska	1,225	748	477	.....
Argentina	120,000	.....	.....	.....
Bahamas	645	460	185	.....
Barbados	1,410	1,200	210	80
Bolivia	1,092	771	321	63
Brazil	44,834	39,792	5,042	.....
British Guiana	1,555	1,450	105	130
British Honduras	111	89	22	5
Canada	636,489	573,175	63,314	8,104
Chile	8,000	6,000	2,000	.....
Colombia	3,000	2,500	500	.....
Costa Rica	489	423	66	25
Cuba	33,124	27,134	5,990	.....
Dominican Republic	2,100	1,750	350	75
Dutch Guiana	70	58	12	17
Dutch West Indies	322	291	31	25
Ecuador	900	700	200	.....
Guatemala	906	850	56	140
French Guiana	62	42	20	5
Haiti	1,000	900	100	.....
Guadeloupe	601	552	49	65
Honduras	300	250	50	.....
Jamaica	2,985	2,573	412	235
Martinique	1,025	950	75	55
Mexico	35,000	30,000	5,000	200
Newfoundland	870	750	120	150
Nicaragua	425	375	50	25
Panama	3,000	2,600	400	410
Paraguay	310	300	10	5
Peru	6,000	5,400	600	75
Porto Rico	10,263	8,410	1,853	.....
Salvador	1,000	950	50	.....
Trinidad	603	463	140	81
United States	17,726,507	15,597,628	2,142,608	139,668
Uruguay	20,890	19,690	1,200	600
Venezuela	4,000	3,500	500	.....
Total	18,651,113	16,332,724	2,232,118	150,238

Asia

The percentage gain throughout Asia was not so striking as that of some other parts of the world, but it was slightly in excess of 15 per cent. In some sections of the Continent an even more rapid progress was achieved.

The 1925 total of cars and trucks for Asia is shown to be 184,158, as compared to 161,385 for the previous year.

The gain of approximately 23,000 vehicles was fairly general, although it chiefly revealed itself in India and in Japan, where there was a striking enlargement of motor use as soon as reconstruction got under way following the catastrophe of late 1923.

The indicated increase during the year for Japan was almost exactly 40 per cent. India, where the automobile development is going forward rapidly, has apparently increased by slightly more than 30 per cent, although it is possible that a more detailed revision of the registrations would scale this total down somewhat.

The gain in Ceylon was almost 30 per cent and there was improvement in numerous other sections.

The present registrations in Asia are composed of 141,491 cars and 21,274 trucks, to which must be added 21,393 other vehicles, the type of which is not specified. Those not specified are mainly in Japan and, while cars predominate, it is likely that a considerable number are trucks.

The figures for 1924, totalling 161,385, showed 133,673 cars and 18,233 trucks, with 9479 others not specified. The comparative motorcycle figures are given as 34,465 for 1924 and 39,389 for the present year.

Asian Registrations Grow

Country	Total Cars and Trucks	Cars	Trucks	Motorcycles
Arabia	465	367	98	141
British Malaya	15,404	12,402	3,002	3,708
Ceylon	6,312	5,300	1,012	2,600
China	10,000	8,750	1,250	1,200
Chosen	1,122	992	130	50
Cyprus	510	420	90	5
Dutch East Indies	35,950	31,750	4,200	7,000
Hongkong	1,055	880	175	390
India	63,500	57,500	6,000	18,000
Indo-China	5,750	5,250	500	600
Iraq	1,470	1,400	70	250
Japan	19,693	.....	.....	4,151
Palestine	855	800	55	76
Persia	1,700	.....	.....	50
Philippine Islands	14,828	11,011	3,817	824
Siam	2,500	2,100	400	344
Syria	3,044	2,569	475	.....
Total	184,158	141,491	21,274	39,389

Europe

With the 1925 registrations of cars and trucks having passed two millions for all countries of Europe, the exact figure being 2,115,221, a gain of 424,290 automobiles was made during 1924, although some revision of the census figures of a year ago may throw this estimate slightly out of line. However, the totals as given indicate a gain of almost exactly 25 per cent.

The present registrations are made up of 1,406,429 cars and 640,780 trucks, with 809,110 motorcycles. The comparative figures for 1924 were 1,690,931 automobiles, comprising 1,110,828 cars and 476,186 trucks. The motorcycles numbered 763,315 in the previous census.

No other section of the world has such a high ratio of motor trucks. Whereas in the Western Hemisphere approximately eight cars are in operation for each truck, this ratio in Europe is approximately 2½ cars for each truck.

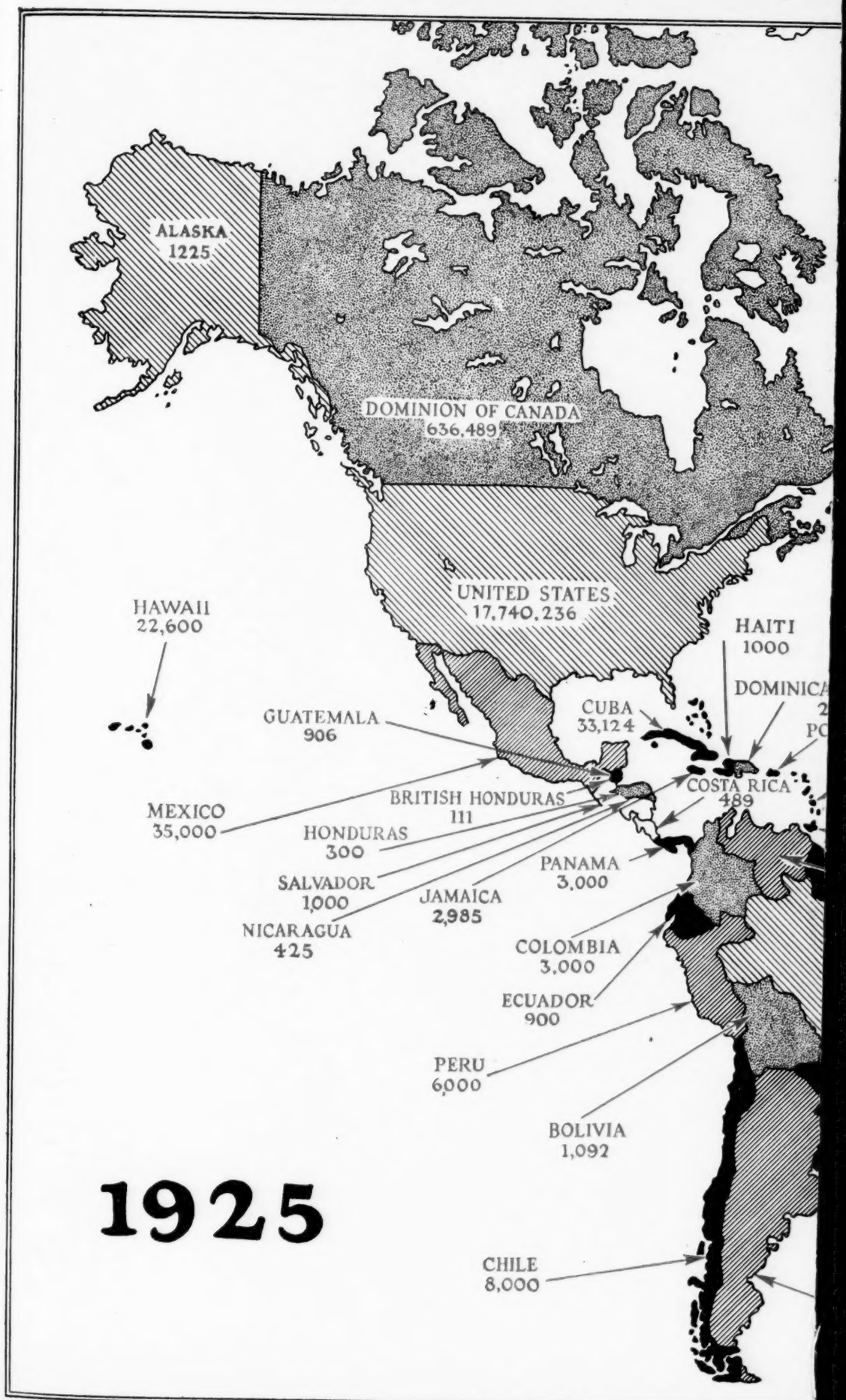
It is considered likely that future progress will tend to change this comparison, as cars become used more widely throughout the populations of the various countries.

Sales were extremely heavy in many European countries last year, although artificial tax or import barriers handicapped expansion in several, such as Denmark, Norway, Czecho-Slovakia and others. As the year advances, however, the indication is that European sales will be at record levels in all except a few countries this year.

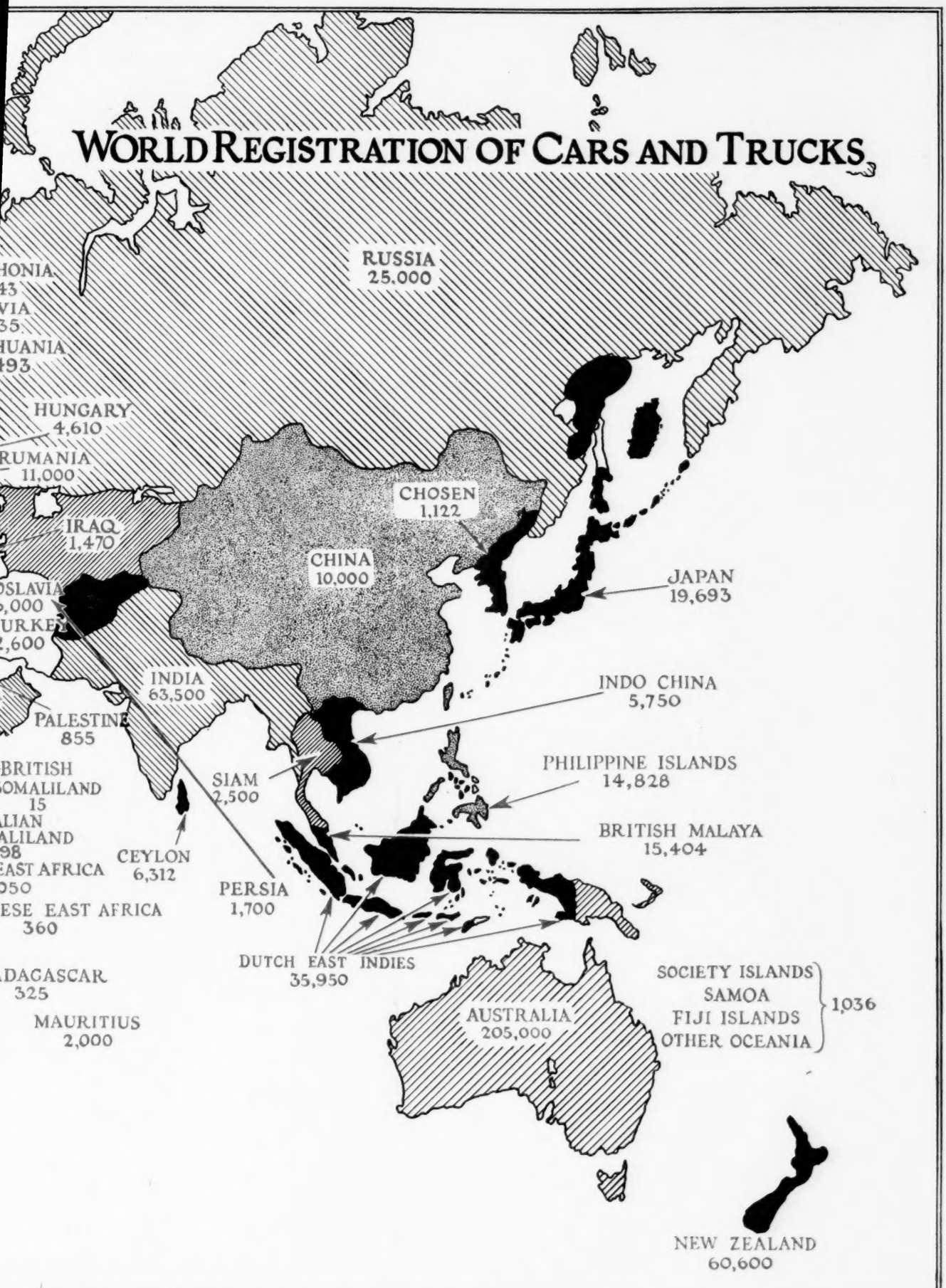
In Belgium considerably more than 90,000 licenses for cars, trucks, heavy tractors and motorcycles had been is-

Europe Passes 2,000,000 Mark

Country	Total Cars and Trucks	Cars	Trucks	Motorcycles
Austria	15,140	10,860	4,280	5,200
Azores	298	275	23	15
Belgium	65,000	41,000	24,000	25,000
Bulgaria	1,003	750	253	150
Czechoslovakia	11,700	9,210	2,490	6,010
Danzig	1,757	1,290	467	600
Denmark	47,500	35,000	12,500	13,300
Esthonia	743	370	373	217
Finland	5,462	3,908	1,554	3,334
France	573,967	459,011	114,956	102,416
Germany	216,300	148,300	68,000	118,000
Gibraltar	240	80	60	100
Great Britain	778,211	446,387	331,824	457,298
Greece	5,500	4,125	1,375	350
Holland	31,004	.....	.....	39,271
Hungary	4,610	3,702	908	842
Iceland	200	150	50	60
Irish Free State	17,400	11,500	5,900	6,300
Italy	89,712	61,500	28,212	.....
Latvia	635	360	275	180
Lithuania	493	414	79	214
Luxemburg	2,768	.....	.....	.....
Malta	700	600	100	250
Norway	20,467	11,518	8,949	7,850
Poland	7,963	5,631	2,332	1,060
Portugal	9,000	.....	.....	1,000
Rumania	11,000	8,250	2,750	750
Russia	25,000	.....	.....	5,000
Spain	70,000	63,000	7,000	.....
Sweden	63,000	49,500	13,500	.....
Switzerland	29,848	23,318	6,530	13,643
Turkey	2,600	2,000	600	150
Yugoslavia	6,000	4,500	1,500	550
Total	2,115,221	1,406,429	640,780	809,110


ALASKA
1225
DOMINION OF CANADA
636,489
UNITED STATES
17,740,236
HAWAII
22,600
HAITI
1000
DOMINICA
CUBA
33,124
GUATEMALA
906
COSTA RICA
489
BRITISH HONDURAS
111
MEXICO
35,000
HONDURAS
300
PANAMA
3,000
SALVADOR
1,000
JAMAICA
2,985
NICARAGUA
425
COLOMBIA
3,000
ECUADOR
900
PERU
6,000
BOLIVIA
1,092
CHILE
8,000
1925

AUTOMOTIVE INDUSTRIES
AUTOMOBILE
February 26, 1925
GERMANY 216,300
FINLAND 5,462
NORWAY 20,467
DANZIG 1757
ICELAND 200
SWEDEN 63,000
CZECHOSLOVAKIA 11,600
DENMARK 47,500
ESTHONIA 743
LATVIA 635
LITHUANIA 493
HOLLAND 31,004
GREAT BRITAIN 778,211
IRELAND 17,400
POLAND 7,963
NEW FOUNDLAND 870
BELGIUM 65,000
AUSTRIA 15,140
RUMANIA 11,000
SWITZERLAND 29,848
FRANCE 573,967
BULGARIA 1003
AZORES 298
PORTUGAL 9,000
MADEIRA IS 320
SPAIN 70,000
GREECE 5,400
SYRIA 3,044
YUGOSLAVIA 6,000
MOROCCO 5,600
CANARY IS. 2,600
ALGERIA 14,600
TUNISIA 3,706
EGYPT 7,233
ARABIA 440
SUDAN 130
ITALY 89,712
GIBRALTAR 240
MARTINIQUE 1,025
BARBADOS 1410
TRINIDAD 603
ABYSSINIA 35
BRITISH SOMALILAND 15
ITALIAN SOMALILAND 98
VENEZUELA 4,000
BELGIAN CONGO 325
BRITISH GUIANA 1,555
BRAZIL 45,000
BRITISH EAST AFRICA 3,050
BRITISH WEST AFRICA 7,150
PORTUGUESE EAST 360
FRENCH AFRICA 1,329
MADAGASCAR 325
ANGOLA 525
PARAGUAY 310
URUGUAY 20,890
SOUTH AFRICA 51,500
ARGENTINA 120,000



Copyright, 1925, by The Class Journal Co.

sued up to 1925 and, judging from all reports, that approximate figure would be closely correct for the actual operation of all these vehicles on Jan. 1. An estimate would be that this figure is divided 41,000 cars, 17,000 light trucks, 7000 heavy trucks (including road tractors) and 25,000 motorcycles.

A more accurate census is being taken by the Automobile Club in Denmark but has not become available. One statement from Copenhagen is that 12,383 motor vehicles, not including motorcycles, were in use in that city as of last October.

The Ford plant at Copenhagen has lately been enlarged to a capacity of about 200 vehicles daily, making it the largest Ford plant outside the United States. General Motors also assembles Chevrolet cars at Copenhagen, the free port there being a distributing point for North European and Baltic points.

Africa Gains 35 Per Cent

Country	Total Cars and Trucks	Cars	Trucks	Motorcycles
Abyssinia	35	30	5	.....
Algeria	14,600	13,000	1,600	750
Angola	525	350	175	.....
Belgian Congo	325	.....	.....	.....
British East Africa	3,050	2,650	400	2,700
British West Africa	7,150	3,550	3,600	1,450
British Somaliland	15	10	5	10
Canary Islands	2,600	.....	.....	500
Egypt	7,233	6,408	825	3,056
French Africa	1,329	.....	.....	.....
Italian Somaliland	98	21	77	.....
Madagascar	325	250	75	.....
Madeira Islands	320	300	20	30
Mauritius	2,000	1,850	150	260
Morocco	5,600	3,900	1,700	500
Nyassaland	180	120	60	340
Portuguese East Africa	360	300	60	125
Sudan (Anglo Egyptian)	130	100	30	30
Tripolitania	70	10	60	.....
Tunisia	3,706	3,396	310	600
Union of South Africa	51,500	46,500	5,000	.....
Total	101,151	82,745	14,152	10,351

Africa

Rapid progress was made in the motorization of Africa during 1924 and, on the basis of the present census and that of a year ago, an increase of approximately 35 per cent was made throughout the Continent.

In British East Africa the increase was about 37 per cent. The returns for South Africa indicate an enlargement of from 28 to 30 per cent and some other territories were equally high or higher.

Africa affords, in this respect, a striking example of motor progress, based on increasing wealth and economic upbuilding, which is now more or less marked in various other parts of the world. This increasing use of motor vehicles—a few here and a few there—seems unimportant or minor unless thoroughly understood, but when all districts are brought together the growth is shown to be impressive.

For 1925, based on the returns from twenty-one countries or major political territories, Africa has 101,151 cars and trucks, of which 82,745 are cars, 14,152 are trucks, with 4254 other automobiles not specified as to whether they are cars or trucks. The 1924 census gave 74,697 cars and trucks (of which 54,882 were specified as cars and 7477 as trucks).

The motorcycle census is incomplete, as no totals are given this year for the Union of South Africa, where there are probably 15,000 or more of these machines, making perhaps 25,000 for the Continent as a whole.

Oceania

The rapid motorization of Oceania —which includes Australia, New Zealand, Hawaii and the islands of the South Pacific—continued throughout 1924 and, with the advent of 1925, operation had increased 31.7 per cent. This was achieved through the addition of 69,344 vehicles, in a year that, for the industry as a whole and in number of units, was the largest in the history of Oceania.

Oceania Increases Motor Use

Country	Total Cars and Trucks	Cars	Trucks	Motorcycles
Australia	205,000	185,000	20,000	50,000
Fiji Islands	250	200	50	120
Hawaii	22,600	18,000	4,600	500
New Zealand	60,600	52,116	8,484	11,475
Samoa	183	119	64	20
Society Islands	253	214	39	36
Other Oceania	250	.....	.....	.....
Total	289,136	255,649	33,237	62,151

The comparative registration figures for the three major territories are:

	1924	1925
Australia	165,131	205,000
Hawaii	18,428	22,600
New Zealand	44,864	60,600

Details of the year's changes and of the 1925 census show that, with an increase of approximately 50,000 during the year, the Australian operation of cars and trucks has passed well beyond the 200,000 mark and for 1925 may be conservatively estimated at 205,000 automobiles. This comprises 185,000 cars and 20,000 trucks. In addition, motorcycles have passed well beyond the 50,000 mark, but detailed statistics are lacking.

Trade and unofficial sources estimate that 18,000 cars, 4600 trucks and 500 motorcycles were in operation in Hawaii as the year opened. Sales during 1924 totaled about 1500 cars and about 450 trucks. The latest accurate data on Hawaiian registrations, more than a year old, showed more than 17,000 vehicles, this total including both cars and trucks.

Figures compiled by the New Zealand Motor Trade Association state that 52,116 cars and 8484 trucks, totaling 60,600 were in operation in that country on Jan. 1. To this number should be added 11,475 motorcycles.

The figures, compiled in early December, estimated sales for the last month of the year and are made up through calculations, by J. F. Cousins, general secretary of the association.

In the Fiji Islands 200 passenger cars and 50 trucks are now in service, according to estimates.

Persons Per Motor Vehicle, Jan. 1, 1925

2.96	California	5.76	Vermont	7.51	New York
3.99	Iowa	5.81	North Dakota	7.79	Maryland
4.21	Nevada	6.01	Texas	7.91	Montana
4.34	Oregon	6.11	Illinois	8.28	West Virginia
4.35	Nebraska	6.11	Utah	8.94	New Mexico
4.40	Kansas	6.12	Maine	8.95	North Carolina
4.64	Indiana	6.23	New Hampshire	9.25	Virginia
4.64	South Dakota	6.34	Missouri	10.44	Louisiana
4.68	Michigan	6.43	Oklahoma	10.71	Kentucky
4.69	Colorado	6.45	Massachusetts	10.79	South Carolina
4.94	Washington	6.59	Connecticut	11.79	Tennessee
4.95	Wyoming	6.61	Delaware	12.96	Arkansas
5.01	Ohio	6.78	New Jersey	13.35	Mississippi
5.28	Wisconsin	6.81	Arizona	14.47	Georgia
5.30	District of Columbia	6.96	Idaho	15.55	Alabama
5.40	Minnesota	6.98	Rhode Island		
5.48	Florida	7.49	Pennsylvania	6.33	Average U. S.

17,726,507 Motor Vehicles in Country, Final Figures Show

Gain is 2,413,849 or 15.8 per cent. One car or truck now in use for every 6.3 persons. New York still leads, but California presses close. Fees $225,000,000.

By D. G. o'Connor

PASSENGER cars and trucks registered in the United States on Jan. 1, 1925, numbered 17,726,507. This is a gain of 2,413,849 or 15.8 per cent over the previous year. The final figures differ but little from the preliminary data published in AUTOMOTIVE INDUSTRIES on Jan. 15, 1925. There is now one motor vehicle for every 6.3 persons in this country.

California, with one vehicle for every 2.96 persons, leads the list in this respect, while Alabama is last with 15.55 persons per vehicle. These figures are based on an estimated population of 112,078,611.

The high registration states, as might be expected showed the largest actual registration increases. California, despite bad sales conditions during a part of 1924, shows a gain over last year of 221,197 vehicles, some 23,000 more than New York, which stands second in the total gain list. Iowa, another state in which automotive conditions have been far from good, went ahead nearly 45,000, an increase of a little less than 8 per cent.

From a percentage standpoint, however, the Southern states show up especially well in the present compilation. Nine out of the first ten states in the percentage gain table are below the Mason-Dixon line, New Hampshire being the only Northern state to get in the charmed circle.

New York at present has 7.98 per cent of all the motor vehicles in use in the United States, while California's percentage is 7.46. Nevada, the state with the smallest number of cars and trucks, has 0.10 per cent of the total.

Over half of the motor vehicles registered are in nine states. New York, California, Ohio, Pennsylvania, Illinois, Michigan, Texas, Massachusetts and Indiana combined have nearly 53 per cent of the total. Adding Iowa to make up the first ten, the proportion is nearly 57 per cent.

Motorcycle Total Drops

Motorcycle registrations continued to follow a trend downward which has been consistent since 1919. In that year there were 240,090 motorcycles registered in the United States. In 1924 only 154,902 were registered, a loss of 85,188 in six years or over 35 per cent. In the same period car and truck registrations increased more than ten millions, considerably over 100 per cent.

Fees in 1924 amounted to more than $225,000,000. This is an increase of more than $25,000,000 over the corresponding period of 1923.

New York still has the greatest number of motor vehicles of any of the states, 1,412,879, but California is a close second with 1,321,480.

Maryland and the District of Columbia were the only two to show a loss in the number of registrations as compared to the year end of 1923. This may be explained by the fact that they had no reciprocity agreement until this year so that previously there were a great number of duplicate regis-

Cars and Trucks in the United States Jan. 1, 1925

New York	1,412,879	North Carolina	305,756	Mississippi	134,547
California	1,321,480	Washington	294,812	Maine	127,178
Ohio	1,244,000	Virginia	261,643	North Dakota	117,061
Pennsylvania	1,228,586	Kentucky	231,784	District of Columbia	91,726
Illinois	1,123,724	Connecticut	214,318	Rhode Island	90,652
Michigan	868,587	Colorado	213,247	Montana	79,695
Texas	834,040	Georgia	209,300	Utah	79,233
Massachusetts	672,315	Tennessee	204,680	New Hampshire	71,929
Indiana	650,219	Maryland	195,581	Idaho	69,225
Iowa	620,906	Florida	194,196	Vermont	61,179
Missouri	544,635	Oregon	192,629	Arizona	57,828
Wisconsin	525,221	West Virginia	190,134	Wyoming	43,639
New Jersey	504,190	Louisiana	178,000	New Mexico	41,750
Minnesota	502,987	South Carolina	163,382	Delaware	35,136
Kansas	410,891	Alabama	157,262	Nevada	18,387
Oklahoma	342,982	South Dakota	142,280		
Nebraska	308,713	Arkansas	141,983	Total	17,726,507

trations. Consequently, the losses in these two areas are statistical rather than actual.

While Nevada stands lowest in the number of registrations, it stands third in the list of cars per person. Five states now have more than one million cars each, namely, New York, California, Ohio, Pennsylvania and Illinois. In 1923 only nine States had more than half a million cars. Today there are fourteen.

In percentage gain, New Mexico comes first under the revised totals with 31.5, followed by Mississippi with 28.9, Louisiana with 28.6 and Arkansas with 26.8. Wheat growing States did not make a very good showing in 1924, but it is believed that 1925 will see this changed despite the debts which are said to have accumulated against the wheat growers.

Business sections, too, seemed to fare less well, but the general decline in business which statistics show was general rather than geographical would seem to account for this.

Lack of uniform methods of registration

Motor Vehicle Registration Statistics

States	Total	Passenger Cars	Trucks	Motor-cycles	Total Fees
Alabama	157,262	138,574	18,688	549	$1,934,662
Arizona	57,828	50,233	7,595	372	339,722
Arkansas	141,983	125,368	16,615	295	2,333,240
California	1,321,480	1,126,956	194,524	12,217	7,160,000
Colorado	213,247	197,361	15,886	2,226	1,258,203
Connecticut	214,318	180,542	33,776	4,211	5,069,582
Delaware	35,136	29,075	6,061	325	604,653
Dist. of Columbia	91,726	81,810	9,916	1,889	397,334
Florida	194,196	162,781	31,415	936	2,500,000
Georgia	209,300	183,300	26,000	750	2,600,000
Idaho	69,225	61,598	7,627	620	1,307,011
Illinois	1,123,724	982,916	140,808	6,873	11,546,206
Indiana	650,219	566,608	83,611	4,822	4,126,058
Iowa	620,906	578,227	42,679	2,597	8,979,170
Kansas	410,891	370,951	39,940	1,632	4,147,930
Kentucky	231,784	208,113	23,671	730	3,235,613
Louisiana	178,000	150,900	27,100	510	2,738,270
Maine	127,178	108,177	19,001	1,250	1,933,561
Maryland	195,581	184,398	11,183	3,462	2,332,953
Massachusetts	672,315	580,489	91,826	10,778	8,122,166
Michigan	868,587	784,778	83,809	3,644	12,404,546
Minnesota	502,987	465,164	37,823	3,080	8,494,947
Mississippi	134,547	121,092	13,455	110	1,125,909
Missouri	544,635	491,645	52,990	2,218	4,540,283
Montana	79,695	69,824	9,871	293	776,803
Nebraska	308,713	277,447	31,266	1,324	3,594,438
Nevada	18,387	14,887	3,500	111	181,970
New Hampshire	71,929	64,170	7,759	1,750	1,522,186
New Jersey	504,190	393,758	110,432	8,053	9,277,402
New Mexico	41,750	40,350	1,400	230	421,428
New York	1,412,879	1,136,678	276,201	20,935	24,089,240
North Carolina	305,756	278,348	27,408	1,029	4,467,076
North Dakota	117,061	112,379	4,682	509	816,871
Ohio	1,244,000	1,086,000	158,000	14,700	11,685,329
Oklahoma	342,982	317,150	25,832	723	3,728,679
Oregon	192,629	177,567	15,062	2,765	4,766,454
Pennsylvania	1,228,586	1,043,691	184,895	17,540	22,107,376
Rhode Island	90,652	74,588	16,064	1,422	1,535,512
South Carolina	163,382	147,530	15,852	477	1,151,983
South Dakota	142,280	131,065	11,215	355	2,068,500
Tennessee	204,680	183,891	20,789	706	2,597,870
Texas	834,040	765,458	68,582	2,686	10,820,000
Utah	79,233	69,382	9,851	731	485,206
Vermont	61,179	57,072	4,107	779	1,323,377
Virginia	261,643	220,000	41,643	2,987	3,791,556
Washington	294,812	251,466	43,346	3,164	4,475,197
West Virginia	190,134	167,963	22,171	1,407	2,874,587
Wisconsin	525,221	475,182	50,039	3,938	6,786,485
Wyoming	43,639	38,831	4,808	252	448,659
	17,726,507	15,525,733	2,200,774	154,902	$225,026,203

Gains and Losses in Car and Truck Registration, Jan. 1, 1924, to Jan. 1, 1925

California	221,197	Oklahoma	35,982	South Dakota	10,560
New York	198,237	Georgia	35,506	New Mexico	10,013
Ohio	175,300	Kansas	35,297	Arizona	9,087
Pennsylvania	163,962	South Carolina	34,726	Vermont	8,403
Illinois	154,393	Florida	34,196	North Dakota	7,817
Texas	145,141	Washington	33,588	Idaho	6,846
Michigan	137,929	Kentucky	33,437	Montana	5,867
Massachusetts	106,165	Tennessee	31,315	Rhode Island	5,172
New Jersey	73,232	Alabama	30,620	Delaware	5,159
Missouri	68,262	Mississippi	30,147	Wyoming	3,808
Wisconsin	67,950	Arkansas	30,037	Nevada	2,687
Indiana	66,877	West Virginia	27,943		2,439,651
North Carolina	58,144	Oregon	26,217		
Minnesota	54,800	Colorado	23,891	**Losses**	
Iowa	44,508	Nebraska	22,660	Maryland 14,357	
Virginia	42,551	Maine	18,569	District of Col.. 11,445	
Louisiana	39,500	Utah	13,208	25,802	
Connecticut	36,387	New Hampshire	12,358	Net gain	2,413,849

Percentage of Registration by States

	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924
Alabama	0.3	0.4	0.4	0.5	0.6	0.6	0.8	0.8	0.8	0.8	0.8	0.9	0.89
Arizona	0.2	0.2	0.3	0.3	0.6	0.4	0.4	0.4	0.4	0.3	0.3	0.4	0.33
Arkansas	0.2	0.2	0.3	0.3	0.4	0.6	0.7	0.7	0.7	0.6	0.7	0.8	0.80
California	8.0	4.9	7.0	6.6	6.5	6.1	6.0	6.3	6.2	6.4	6.9	7.3	7.46
Colorado	0.8	1.1	1.0	1.1	1.2	1.3	1.4	1.4	1.3	1.4	1.3	1.3	1.13
Connecticut	2.4	2.2	1.9	1.8	1.7	1.7	1.5	1.4	1.3	1.3	1.3	1.2	1.14
Delaware	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.20
District of Columbia	0.2	0.2	0.3	0.3	0.4	0.3	0.5	0.5	0.4	0.6	0.7	0.7	0.52
Florida	0.2	0.2	0.2	0.4	0.6	0.6	0.9	0.7	0.8	0.9	0.9	1.1	1.11
Georgia	1.9	1.5	1.2	1.0	1.3	1.4	1.6	1.7	1.6	1.3	1.2	1.2	1.17
Idaho	0.2	0.2	0.2	0.3	0.4	0.5	0.5	0.6	0.6	0.5	0.4	0.5	0.39
Illinois	6.8	7.6	7.4	7.3	6.9	6.8	6.4	6.3	6.2	6.4	6.4	6.4	6.35
Indiana	5.3	3.8	3.8	3.9	3.9	3.9	3.7	3.6	3.6	3.8	3.8	3.9	3.68
Iowa	5.8	6.0	6.3	6.1	5.5	5.1	4.6	4.8	4.7	4.4	4.0	3.8	3.51
Kansas	2.2	2.7	2.8	2.9	3.1	3.2	3.1	3.0	2.9	2.8	2.6	2.5	2.32
Kentucky	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.2	1.2	1.2	1.3	1.30
Louisiana	0.7	0.6	0.7	0.4	0.5	0.6	0.6	0.7	0.7	0.8	0.8	0.9	1.00
Maine	0.8	0.8	0.9	0.9	0.9	0.8	0.7	0.7	0.7	0.7	0.7	0.8	0.72
Maryland	1.0	1.1	1.1	1.2	1.2	1.2	1.2	1.2	1.3	1.3	1.3	0.2	1.10
Massachusetts	5.0	5.0	4.4	4.1	3.8	3.5	3.2	3.3	3.3	3.4	3.6	3.2	3.80
Michigan	3.9	4.4	4.3	4.6	4.5	4.9	4.3	4.3	4.5	4.5	4.7	4.8	4.91
Minnesota	2.9	3.0	3.8	3.7	1.3	1.2	3.3	3.4	3.4	3.1	3.1	3.0	2.83
Mississippi	0.3	0.2	0.3	0.4	0.7	0.7	0.8	0.6	0.7	0.6	0.6	0.7	0.76
Missouri	2.4	3.1	3.1	3.1	2.9	3.0	3.1	3.2	3.2	3.3	3.2	3.2	3.08
Montana	0.2	0.5	0.6	0.6	0.7	0.9	0.8	0.8	0.7	0.6	0.5	0.5	0.45
Nebraska	3.3	2.1	2.3	2.4	2.8	3.0	2.9	2.5	2.4	2.3	2.1	1.9	1.74
Nevada	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.1	0.10
New Hampshire	0.6	0.6	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.41
New Jersey	4.3	3.9	3.4	3.1	2.9	2.7	2.5	2.5	2.5	2.6	2.7	2.9	2.86
New Mexico	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.24
New York	10.6	10.8	9.6	9.4	8.9	8.2	7.6	7.5	7.3	7.7	8.1	8.0	7.98
North Carolina	0.6	0.8	0.8	0.8	0.9	1.1	1.2	1.4	1.5	1.4	1.5	1.7	1.73
North Dakota	0.9	1.0	0.9	1.0	1.1	1.3	1.2	1.1	1.0	0.9	0.8	0.8	0.66
Ohio	6.2	6.9	6.9	7.3	7.0	6.9	6.8	6.7	6.7	6.9	7.0	7.0	7.03
Oklahoma	0.6	0.6	0.8	1.0	1.5	2.0	2.0	1.9	2.2	2.1	2.0	0.2	1.94
Oregon	1.0	1.1	0.9	0.9	0.9	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.09
Pennsylvania	5.9	6.1	6.4	6.4	6.4	6.5	6.5	6.3	6.2	6.6	6.7	7.0	6.94
Rhode Island	0.8	0.8	0.7	0.6	0.6	0.7	0.6	0.6	0.5	0.5	0.5	0.6	0.51
South Carolina	1.0	0.9	0.8	0.6	0.5	0.8	0.9	0.9	1.0	0.9	0.8	0.9	0.92
South Dakota	1.4	1.2	1.2	1.2	1.2	1.3	1.5	1.4	1.3	1.1	1.0	0.9	0.80
Tennessee	1.2	1.2	1.1	0.9	0.8	1.0	1.0	1.0	1.1	1.1	1.1	1.2	1.16
Texas	3.5	4.4	3.7	3.6	5.5	4.3	4.1	4.4	4.6	4.4	4.3	4.6	4.71
Utah	0.3	0.3	0.1	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.4	0.5	0.45
Vermont	0.4	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.3	0.4	0.4	0.4	0.34
Virginia	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.2	1.5	1.3	1.4	1.5	1.48
Washington	1.4	1.9	1.7	1.6	1.7	1.8	1.9	2.0	1.9	1.8	2.0	1.8	1.66
West Virginia	0.5	0.4	0.3	0.5	0.6	0.6	0.6	0.7	0.9	0.9	0.9	1.1	1.08
Wisconsin	2.2	2.8	3.0	3.2	3.2	3.3	3.2	3.1	3.2	3.3	3.1	3.1	2.97
Wyoming	0.1	0.1	0.1	0.1	0.2	0.3	0.3	0.3	0.2	9.3	9.2	0.3	0.25

Percentage Gains and Losses in Registration, Jan. 1, 1924, to Jan. 1, 1925

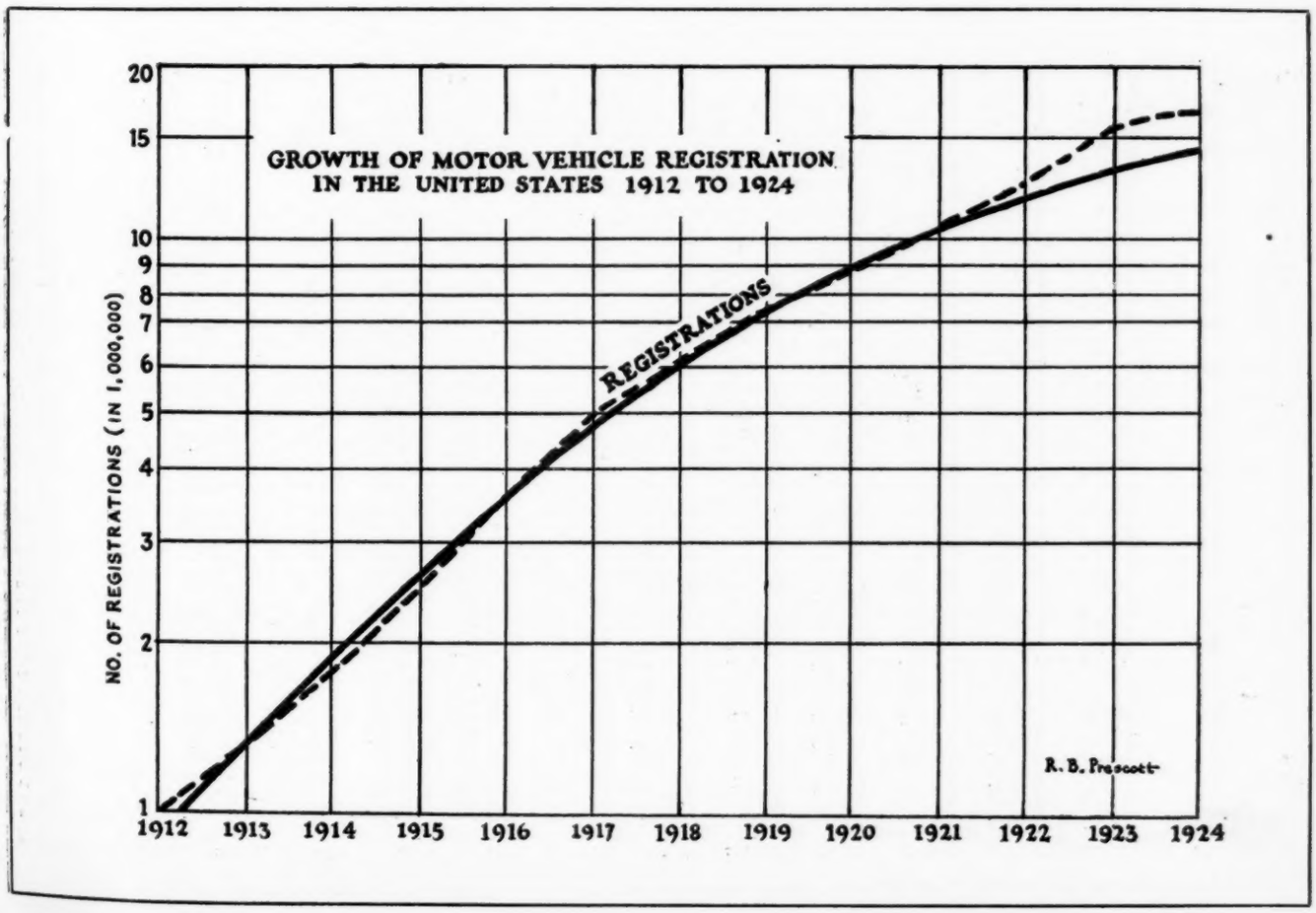
New Mexico	31.50	Arizona	18.60	Colorado	12.60
Mississippi	28.90	Tennessee	18.10	Minnesota	12.20
Louisiana	28.50	West Virginia	17.20	Indiana	11.45
South Carolina	27.10	Delaware	17.20	Oklahoma	11.60
Arkansas	26.85	Maine	17.10	Idaho	10.90
Alabama	24.25	Nevada	17.00	Wyoming	9.55
North Carolina	23.50	New Jersey	17.00	Kansas	9.40
Florida	21.30	Kentucky	16.86	South Dakota	8.00
Texas	21.00	Ohio	16.50	Montana	7.90
New Hampshire	20.70	New York	16.30	Nebraska	7.90
Connecticut	20.50	Vermont	16.00	Iowa	7.72
Georgia	20.50	Illinois	15.90	North Dakota	7.10
California	20.10	Oregon	15.78	Rhode Island	6.30
Utah	20.00	Pennsylvania	15.40	**Losses**	
Virginia	19.40	Wisconsin	14.85	Maryland	6.85
Michigan	18.80	Missouri	14.30	District of Columbia	11.80
Massachusetts	18.70	Washington	12.80	Average for U. S.	15.80

in various of the States make the compilation of accurate statistical data difficult so far as concerns differentiation between trucks, passenger cars and buses.

In Virginia cars which are used both as trucks and passenger cars are classified as convertibles, while several of the states have their fiscal years ending on dates other than Dec. 31. California only this year reclassified its registrations. Minnesota lists buses and trucks separately, but few other states follow this practice. North Dakota classifies all vehicles as Fords and non-Fords.

Some states list dealers' licenses as a separate unit while others include them with passenger car and truck registrations. Tractors are not licensed in many states, neither are trailers, while in others both are listed as trucks. And certain of the states give as many as several thousand courtesy license plates without fee to their respective officials.

All of these irregularities go to make accurate compilation extremely difficult, but the data given can be considered as sufficiently accurate for all practical marketing work.



Motorcycle Registrations, 1919-1924

	1919	1920	1921	1922	1923	1924
Alabama	1,103	1,035	805	638	599	549
Arizona	596	542	440	425	392	372
Arkansas	**	**	192	237	300	295
California	28,028	20,047	17,603	16,300	14,694	12,217
Colorado	3,636	3,364	2,868	2,770	2,473	2,226
Connecticut	4,495	6,543	5,589	4,386	2,820	4,211
Delaware	699	674	541	427	467	325
District of Columbia	2,412	519	2,487	2,494	2,510	1,889
Florida	1,412	1,275	1,296	1,456	1,200	936
Georgia	1,722	1,688	1,338	1,000	1,011	750
Idaho	731	764	744	703	655	620
Illinois	10,920	10,597	7,104	8,156	7,612	6,873
Indiana	8,995	8,823	7,524	6,598	6,042	4,822
Iowa	3,035	4,000*	3,897	3,569	3,047	2,597
Kansas	3,589	2,972	2,271	2,315	1,950	1,632
Kentucky	1,503	1,543	1,185	1,042	839	730
Louisiana	490*	500	498	509	400	510
Maine	1,608	1,566	1,525	1,321	1,920	1,250
Maryland	5,872	7,332	7,847	7,579	7,455	3,462
Massachusetts	13,698	15,143	12,048	11,675	11,733	10,778
Michigan	7,875	8,011	6,195	5,163	4,165	3,644
Minnesota	6,389	1,158	3,500	3,240	3,220	3,080
Mississippi	120*	194	375	109	114	110
Missouri	4,131	3,954	3,609	2,792	2,533	2,218
Montana	847	675	472	397	374	293
Nebraska	2,500	2,000	1,866	1,856	1,608	1,324
Nevada	125	141	130	112	90	111
New Hampshire	2,632	2,542	2,358	1,880	1,987	1,750
New Jersey	11,416	11,041	9,724	9,284	8,779	8,053
New Mexico	200	219	214	163	173	230
New York	28,561	29,453	26,998	25,175	22,985	20,935
North Carolina	1,459	1,418	1,276	1,190	1,300	1,029
North Dakota	901	898	810	766	645	509
Ohio	20,444	26,956	23,026	21,256	15,000	14,700
Oklahoma	1,310	1,320	1,013	952	823	723
Oregon	3,570	3,516	3,164	3,206	3,140	2,765
Pennsylvania	25,760	23,981	21,111	20,159	19,817	17,540
Rhode Island	2,301	2,225	1,780	1,459	1,606	1,422
South Carolina	869	908	756	605	561	477
South Dakota	888	777	682	660	471	355
Tennessee	1,133	1,151	1,043	861	751	706
Texas	3,990	4,293	3,905	3,410	3,346	2,686
Utah	1,185	1,114	909	725	766	731
Vermont	800	946	965	856	839	779
Virginia	2,520	2,233	2,200	2,931	2,416	2,987
Washington	5,050	4,915	3,763	3,846	3,714	3,164
West Virginia	994	1,659	1,539	1,361	1,353	1,407
Wisconsin	7,223	8,002	6,423	5,918	5,645	3,938
Wyoming	353	327	322	304	291	252
Total	240,090	234,954	207,930	194,226	176,630	154,902

*Estimated. **No data available.

Some interesting comparisons appear in the tabulation of registrations by years and by States which appears below. The tremendous growth of the automobile industry is shown at a glance by the difference between the 1912 registration and the huge total recorded for 1924. There are in use today just about 17 times as many motor vehicles as there were in 1912, only twelve years ago.

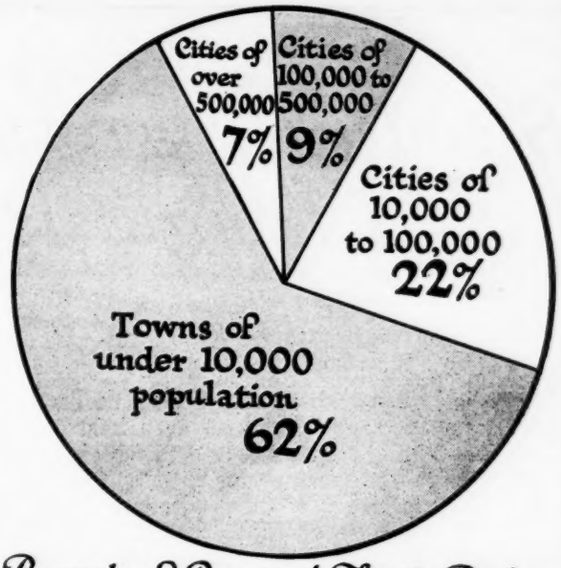
The number has more than doubled in the past five years, 1919 showing a total of only a little over 7,500,000 as compared with the nearly 18,000,000 of 1924.

It is interesting to note that New York, which has the greatest number of vehicles in use today, has stood at the top of the list every year since 1912. Second, third and fourth places have been held by various States at different times, but the Empire State always has maintained its premier position.

Motor Vehicle Registration 1912 to 1924

	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924
Alabama	3,385	5,435	8,078	11,925	21,636	32,873	46,171	58,898	74,637	82,343	90,052	126,642	157,262
Arizona	1,624	3,098	5,040	7,318	12,124	19,890	23,905	28,979	34,559	35,049	38,034	48,741	57,828
Arkansas	2,250	3,000	5,642	8,021	15,000	28,693	41,458	49,450	59,082	67,446	86,425	111,946	141,983
California	88,699	60,000	123,516	163,795	232,440	306,916	364,800	477,450	568,892	673,830	861,805	1,100,283	1,321,480
Colorado	8,950	13,135	17,756	27,568	43,296	66,850	83,244	104,865	127,549	145,739	162,328	189,356	213,247
Connecticut	24,101	27,189	33,009	43,985	61,855	85,724	92,605	109,651	119,134	137,526	154,675	177,931	214,318
Delaware	1,732	2,350	3,050	4,657	7,102	10,700	12,955	16,152	18,300	21,413	24,560	29,977	35,136
District of Columbia	1,732	2,373	4,833	8,009	13,118	15,493	30,490	35,400	39,712	61,745	85,425	103,171	91,726
Florida	1,749	2,372	3,368	10,850	20,718	27,000	54,186	55,400	73,914	97,837	115,891	160,000	194,196
Georgia	19,120	18,500	20,916	25,671	47,579	70,357	99,800	127,326	144,422	131,942	145,584	173,794	209,300
Idaho	2,500	2,173	3,346	7,071	12,999	24,768	32,289	42,220	50,873	51,264	53,874	62,379	69,225
Illinois	68,073	94,656	131,140	180,832	248,429	340,292	389,620	478,438	568,759	670,434	786,190	969,331	1,123,724
Indiana	54,334	47,000	66,400	96,915	139,317	192,192	227,160	277,255	332,707	400,342	469,939	583,342	650,219
Iowa	47,188	75,088	112,134	152,134	198,602	254,317	278,313	363,857	437,300	460,528	500,148	576,398	620,906
Kansas	22,000	34,366	49,374	72,520	112,122	159,343	189,163	227,752	265,396	291,309	327,194	375,594	410,891
Kentucky	5,147	7,210	11,746	19,500	31,700	47,416	65,870	90,641	112,685	126,371	154,021	198,347	231,784
Louisiana	7,000	7,200	12,000	11,380	17,000	28,394	40,000	51,000	66,000	80,500	102,284	138,500	178,000
Maine	7,743	10,570	15,700	21,545	30,972	41,499	40,372	53,425	62,907	77,527	92,539	108,609	127,178
Maryland	10,487	14,254	20,213	31,047	44,245	60,943	74,666	95,634	116,341	140,572	165,624	209,938	195,581
Massachusetts	50,132	62,660	77,246	102,633	136,809	174,274	193,497	247,183	304,631	360,732	385,231	566,150	672,315
Michigan	39,579	54,366	76,389	114,845	160,052	226,693	262,125	325,813	412,717	477,037	578,980	730,658	868,587
Minnesota	29,000	37,800	67,862	93,269	46,000	54,009	204,458	259,743	309,569	328,700	380,557	448,187	502,987
Mississippi	2,895	3,000	5,964	9,669	25,000	36,600	48,400	45,030	63,484	65,139	77,001	104,400	134,547
Missouri	24,379	38,140	54,468	76,462	103,587	147,528	188,040	244,363	296,919	346,437	392,969	476,373	544,635
Montana	2,000	5,686	10,172	14,499	24,440	42,696	51,037	59,325	60,646	58,785	62,649	73,828	79,695
Nebraska	33,861	25,617	40,929	59,140	100,534	148,101	175,409	192,000	223,000	238,704	256,654	286,053	308,713
Nevada	900	1,131	1,487	2,009	4,919	7,160	8,159	9,305	10,464	10,819	12,647	15,700	18,387
New Hampshire	5,764	7,420	9,571	13,499	17,508	22,267	24,817	31,625	34,680	42,039	48,293	59,571	71,929
New Jersey	43,056	48,892	60,247	78,232	104,341	134,964	155,519	190,873	227,737	272,994	341,626	430,958	504,190
New Mexico	911	1,721	2,945	5,100	8,228	8,457	15,000	18,077	22,109	24,703	25,473	31,737	41,750
New York	107,262	134,405	169,966	234,032	317,866	411,567	463,758	571,662	669,290	812,031	1,002,293	1,214,642	1,412,879
North Carolina	6,178	10,000	14,677	21,000	33,904	55,950	72,313	109,017	140,860	148,684	182,550	247,612	305,756
North Dakota	8,997	13,075	15,701	24,908	40,446	62,993	71,627	82,885	90,840	92,644	99,052	109,244	117,061
Ohio	63,066	86,054	122,504	181,332	252,431	346,772	412,775	511,031	615,397	720,632	859,504	1,068,700	1,244,000
Oklahoma	6,524	7,934	13,500	25,032	52,718	100,199	121,500	144,500	204,300	221,300	249,659	307,000	342,982
Oregon	10,165	13,957	16,447	23,585	33,917	48,632	63,324	83,332	103,790	118,325	134,299	166,412	192,629
Pennsylvania	59,357	76,178	112,854	160,137	230,578	325,153	394,186	482,117	570,164	689,589	829,737	1,064,624	1,228,586
Rhode Island	8,565	10,294	12,331	16,362	21,406	37,046	36,218	44,833	50,375	54,957	66,466	85,480	90,652
South Carolina	10,000	11,500	14,500	15,000	19,000	38,322	55,492	70,143	93,843	90,546	95,978	128,656	163,382
South Dakota	14,481	14,578	20,929	28,784	44,271	67,158	90,521	104,628	120,395	119,274	125,238	131,720	142,280
Tennessee	12,490	14,860	19,769	22,738	30,000	48,000	63,000	80,422	101,852	117,025	135,716	173,365	204,680
Texas	35,187	54,362	64,732	90,000	197,687	213,334	251,118	331,310	427,693	467,616	526,238	688,899	834,040
Utah	2,576	4,021	2,253	9,177	13,507	24,076	32,273	35,236	42,578	47,523	49,156	66,025	79,233
Vermont	4,283	5,918	8,256	11,499	15,671	20,369	22,655	26,807	31,625	36,965	43,881	52,776	61,179
Virginia	5,760	9,022	14,002	21,357	35,426	55,000	72,228	94,120	134,000	141,000	169,000	219,092	261,643
Washington	13,990	24,178	30,253	38,823	60,734	91,337	117,278	148,775	173,920	185,359	220,957	261,224	294,812
West Virginia	5,349	5,088	6,159	13,279	20,571	31,300	38,750	50,203	78,862	93,894	112,763	162,191	190,134
Wisconsin	24,578	34,646	53,161	79,791	115,637	164,531	196,844	236,981	293,298	341,841	388,044	457,271	525,221
Wyoming	1,300	1,584	2,428	3,976	7,125	12,523	16,200	21,371	23,926	26,619	30,637	39,831	43,639
Totals	1,010,399	1,248,056	1,768,963	2,494,912	3,584,567	4,970,671	6,105,588	7,596,503	9,206,141	10,505,630	12,299,770	15,312,658	17,726,507

Dealers and Service— Two Important Aspects of Marketing in 1925

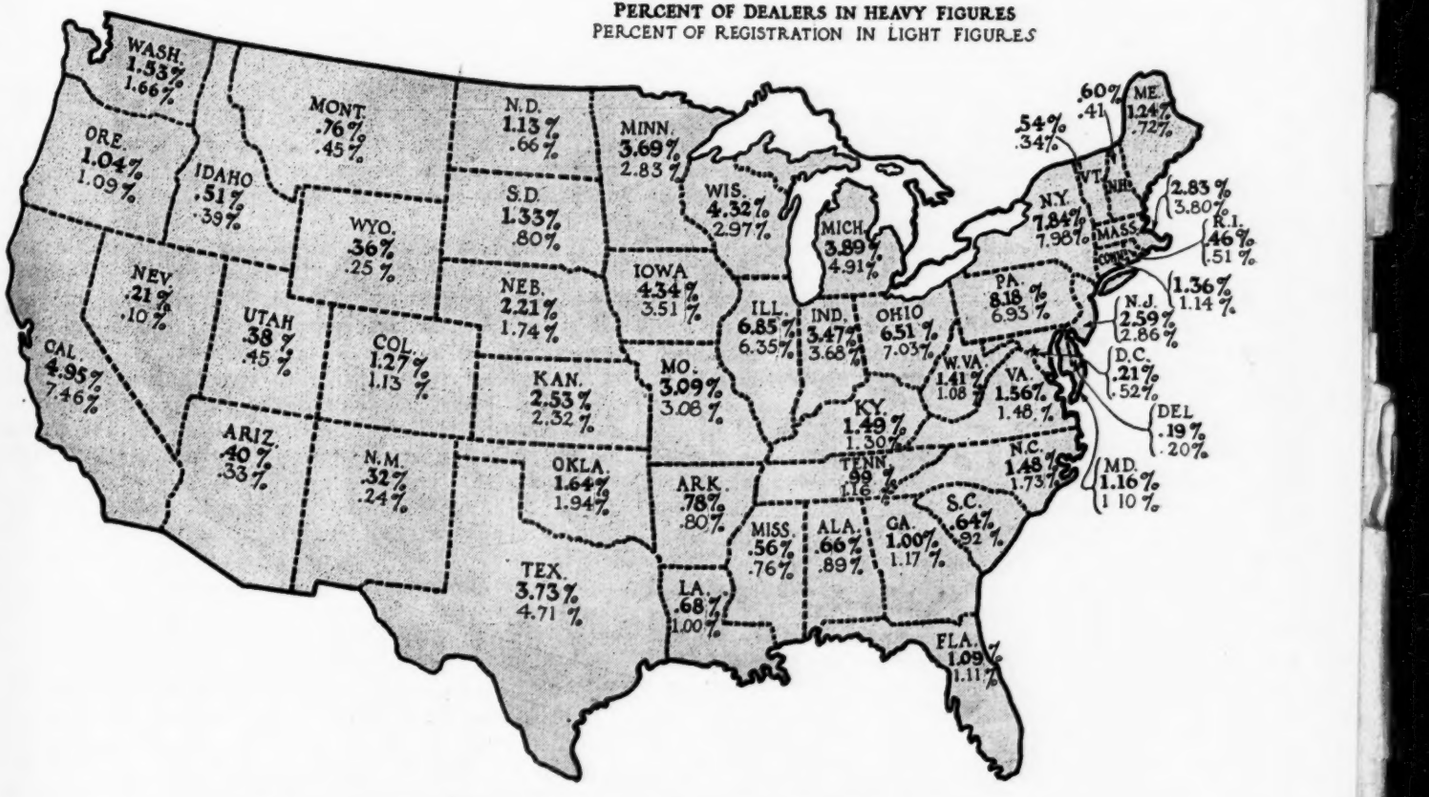


Percent of Car and Truck Dealers in Towns of Various Sizes in United States

IF the average service station fails to make a profit in 1925 it should not be for lack of business opportunity, for the latest figures available indicate that the average station will have to care for considerably more than 200 cars and trucks—probably 10 to 20 per cent more than were serviced in 1924.

Better equipment for rendering service, the comparative prevalence of flat rates, and a better understanding between user and repair shop should help not only to increase business, but to increase profits.

A study of the accompanying map showing the percentage of dealers and percentage of registration in each State makes it apparent immediately that dealers are not distributed in the same proportion that cars have been sold. Pennsylvania, for example, has the largest proportion of dealers, 8.18 per cent, but is fourth in percentage list of total cars registered. California, which is second in respect to number of cars registered, has less than 5 per cent of the total number of dealers. That California dealers are prosperous and have been on the job, however, is indicated by the fact that there is registered in that State one motor vehicle for every three inhabitants.



Map Showing Percentage of Motor Vehicle Dealers and Percentage of Registrations in Each State— Jan. 1, 1925.

Steady Progress but Few Radical Changes Recorded in Car Design

By P. M. Heldt

IN speaking of trends in design one is inclined to picture manufacturers discarding certain features and adopting alternate ones, either because experiment has shown them to be more practical or because the buying public has evinced a partiality for them.

This, of course, is a correct view in the case of such features as four-wheel brakes and balloon tires, which have made their way to the front very rapidly during the past few years. But in the case of other features, where only slight changes in the percentages are indicated, this is often due more to the disappearance of certain makes of cars and the appearance of new ones on the market than to any change in established models. Launching of entirely new models by established makers is another factor which has an influence in this connection.

PROBABLY in no previous year have so many makes of passenger car disappeared from the market as in 1924. Comparing the 1925 specification tables with those of 1924 we find that twenty-seven of the old makes are missing. Two old makes are revived, namely, Mercer and Stevens-Duryea, and one entirely new make has appeared, the Hertz. It is obvious that such sweeping changes in the line-up of the industry are likely to entail considerable differences in the proportional representation of different practices. It is true that the mortality was not confined to any one price class but extended from near the lower limit to near the top. On the other hand, before a concern actually quits business it usually drops behind somewhat in the march of technical progress, whereas a concern coming on the market for the first time with a new passenger car naturally aims to include in its design every up to date feature. In considering the changes in practice indicated by the specification tables, it is certainly a good plan to bear the above mentioned facts in mind.

THE number of chassis models offered per maker has increased slightly, which is readily explained by the fact that makers like Hupp, Gardner, Wills-Ste. Claire, Overland and Willys-Knight, which heretofore have confined themselves to a single model, have come out with an additional one (Gardner with two). The rapid increase in eight-cylinder models as represented in the eight-cylinder vertical type is generally recognized, and the tabulations show that this year the eights for the first time exceed the fours in number. This in spite of the fact that among the makers who have gone out there were two makers of eight-cylinder V engines. The popularity of the eight-in-line also explains another fact, namely, a slight increase in the average piston displacement.

A noteworthy change is that in favor of the pump cooling system. Undoubtedly this is due largely to the causes referred to above, namely, that most of the new cars which are listed for the first time this year are of the larger type, in which class pump cooling has been always to the fore, while the larger proportion of the makes that disappeared from the market were in the low and medium priced classes.

THE valve-in-head type of engine has lost considerably and the L head type gained correspondingly during the past year. Among the makes that disappeared, the Courier, Dort, Elgin, Fox, National, Premocar and Stephens had valve-in-head engines; and as some of these makes were made in two models, this goes far toward explaining the change in the percentages.

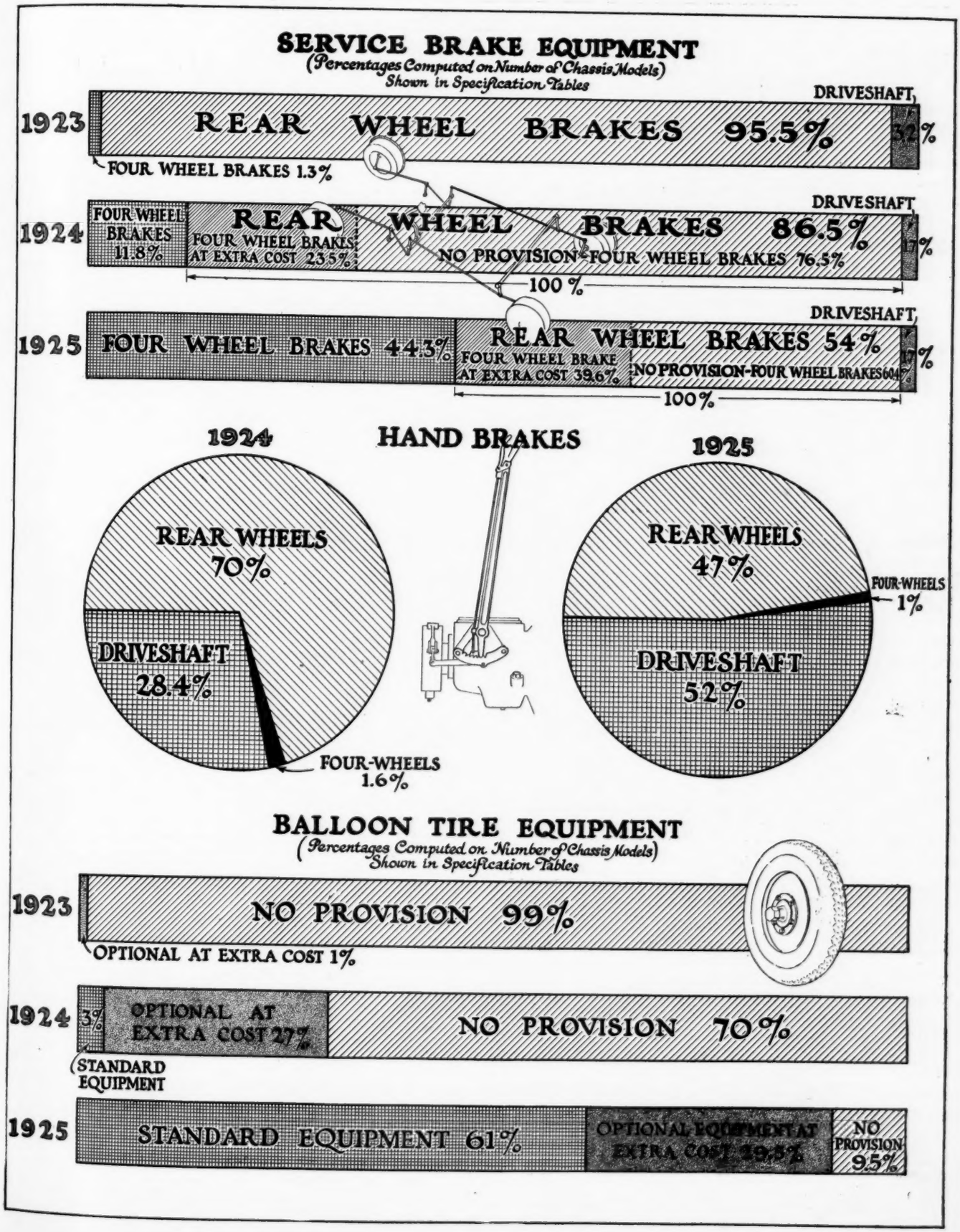
The cone clutch, once the pronounced leading type, is now fitted to only a single passenger car. Disk clutches are used almost exclusively, the single disk type on the smaller cars and multiple disk on the larger ones.

The semi-floating type of axle has continued its gains and now is found on about two models out of three. About one model in four has the three-quarter floating axle, which is very similar to the full floating type. Ten per cent are listed as "floating," and presumably this means full floating, though this is not certain. Some makers persist in referring to their axles as "floating," though this term without further modification really does not mean anything, as all rear axles used at the present time on passenger cars "float" to a certain extent.

THERE also has been a marked change in the representation of the different types of steering mechanism. This is largely due to the general adoption of balloon tires. With such tires on the front wheels the surface area of ground contact is much greater and hence it requires much greater force to wrench the front wheels around in steering. This called for an increase in the gear ratio of the steering mechanism, and the cam and lever type of gear permitted of this increase without sacrificing anything in the way of quickness of operation. Many of the makers who have adopted balloon tires have made a change in their steering gear, and this has been one cause of the gain of the cam and lever type and the loss of the worm and wheel and screw and nut types. Curiously enough, the worm and sector type of gear also shows a gain.

NEARLY 50 per cent of all models now have four-wheel brakes as regular equipment and a good many more are fitted with them at the option of the purchaser at extra cost. Simultaneously with the four-wheel brake system the transmission brake has come into popularity, its representation having increased from about 10 per cent in 1922 to 54.2 per cent in 1925.

Passenger Car Brake and Tire Equipment



Body and Equipment Specifications of 1925 Cars

NOTE: The body models listed below represent the lowest priced 4-5 passenger open and closed bodies fitted on each chassis

GENERAL							BODY							EQUIPMENT										
								COVERING MATERIALS																
MAKE & MODEL OF CHASSIS	Body Model	Price $	Wheelbase (Ins.)	Tire Size (Ins.)	Weight of Complete Car (Lbs.)	Number of Doors	Body Framework Material	Body Panels	Rear and Quarter Sections	Upholstery	Top	Type of Finish	Type of Windshield	Type of Wheels	Snubbers or Shock Absorbers Fitted?	Bumpers	Trunk Rack	Windshield Wiper	Car Heater	Cowl Ventilator	Motometer	Dash Gas. Gage	Cigar Lighter	Locks Fitted
Anderson	41 Touring	1195	115	31x5.2	2860	4	Wood	Alum	None	Leather	R C F	Varnish	2	A	Yes	No.	No.	Yes	No.	Yes	No.	No.	No.	G, I
	Sedan	1695	115	31x5.2	3150	4	Wood	Alum	Alum	Broad	R C F	Varnish	2	A	Yes	No.	No.	Yes	Yes	Yes	No.	No.	No.	G, I, D
Anderson	50 **Sedan	1945	122	33x4.95	3200	4	Wood	Alum	Alum	Mohair	R C F	Varnish	2	A	Yes	No.	No.	Yes	No.	Yes	No.	No.	No.	G, I, D
Apperson	6 Sp. Phaeton	1695	120	32x5.77	3100	4	Wood	Steel	None	Leather	Py-Fa	Varnish	1	O	Yes	Yes	Yes	Yes	No.	Yes	No.	Yes	No.	I
	Sp. Sedan	2295	120	32x5.77	3470	4	Wood	Steel	Steel	Mohair	Py-Fa	Varnish	1	O	Yes	No.	Yes	Yes	Yes	Yes	No.	Yes	No.	I, D
Apperson	V-8 Phaeton	2485	130	33x5	3815	4	Wood	Steel	None	Leather	Py-Fa	Varnish	2	A	Yes	No.	Yes	Yes	No.	Yes	No.	Yes	No.	G, I
	Sedan	3485	130	33x6.75	4180	4	Wood	Alum	Alum	Mohair	Py-Fa	Varnish	2	O	Yes	Yes	Yes	Yes	No.	Yes	No.	Yes	No.	G, I, D
Apperson	St.-Away 8 Phaeton	2550	130	32x5.77	....	4	Wood	Steel	None	Leather	R C F	Varnish	1	O	Yes	Yes	Yes	Yes	No.	Yes	No.	Yes	No.	I
Auburn	6-43 Brougham	2800	130	32x6.22	....	4	Wood	Alum	Steel	Mohair	R C F	Varnish	1	O	Yes	Yes	Yes	Yes	Yes	Yes	No.	Yes	No.	I, D
	Touring	1395	114	32x5.25	2610	4	Wood	Steel	None	Leather	R C F	Vr-Py	2	A	Yes	Yes	No.	Yes	No.	No.	Yes	Yes	No.	I
	Sedan	1595	114	32x5.25	....	4	Wood	Steel	Steel	Broad	R C F	Vr-Py	2	A	Yes	Yes	No.	Yes	Yes	No.	Yes	Yes	No.	I
Buick	"Standard" Touring	1175	114⅜	31x4.95	3069	4	M W	Steel	None	Leather	R C F	Pyrox	2	A	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	G
	Coach	1295	114⅜	31x4.95	3200	2	M W	Steel	Steel	Worsted	R C F	Pyrox	1	A	No.	No.	No.	Yes	Yes	No.	No.	No.	No.	G, D
Buick	"Master" Touring	1395	120	32x5.77	3662	4	M W	Steel	None	Leather	R C F	Pyrox	2	A	No	No.	No.	Yes	No.	Yes	No.	Yes	No.	G, I
	Coach	1495	120	32x5.77	3560	2	M W	Steel	Steel	Worsted	R C F	Pyrox	1	A	No.	No.	No.	Yes	No.	No.	No.	Yes	No.	G, I, D
Buick	"Master" Sp. Touring	1800	128	32x5.77	3747	4	M W	Steel	None	Leather	R C F	Pyrox	2	A	Yes	No.	No.	Yes	No.	Yes	No.	No.	No.	G, I
	Coupe	2125	128	32x5.77	3967	2	M W	Steel	Steel	Velour	R C F	Pyrox	1	A	Yes	No.	No.	Yes	Yes	No.	No.	Yes	No.	G, I, D
Cadillac	V-63 Phaeton	3185	132	33x5	4200	4	Wood	Steel	None	Leather	R C F	Vr-Py	2	A	Yes	No.	Yes	Yes	No.	Yes	No.	No.	Yes	G, I, S
	Coach	3185	132	33x5	4380	2	Wood	Steel	Steel	Worsted	R C F	Vr-Py	1	A	Yes	No.	No.	Yes	No.	Yes	No.	No.	Yes	G, I, D, S
Cadillac	V-63 Cust. Coupe	4350	138	33x5	4400	2	Wood	Alum	Leather	Mohair	Py-Fa	Vr-Py	1	A	Yes	No.	No.	Yes	No.	Yes	No.	No.	Yes	I, D, S, G
Case	X Touring	1695	122	32x4½	3050	4	Wood	Steel	None	Leather	R C F	Vr-La	2	A	Yes	No.	No.	No.	Yes	Yes	No.	No.	I	
	Coupe	2390	122	32x4½	3380	2	Wood	Steel	Steel	Velour	R C F	Vr-La	2	A	Yes	No.	Yes	No.	Yes	Yes	No.	No.	I, D	
Case	JIC Touring	1885	122	32x4½	3500	4	Wood	Steel	None	Leather	R C F	Lacq	2	A	Yes	No.	No.	No.	Yes	Yes	No.	No.	G, I	
	Coupe	2480	122	32x4½	3780	2	Wood	Steel	Steel	Broad	R C F	Lacq	2	A	Yes	No.	Yes	Yes	Yes	Yes	No.	No.	G, I, D	
Case	Y **Touring	2475	132	33x5	4185	4	Wood	Steel	None	Leather	R C F	Vr-La	2	A	Yes	No.	No.	No.	Yes	Yes	No.	No.	G, I	
	**Sedan	3325	132	33x5	4530	4	Wood	Steel	Steel	Broad	R C F	Vr-La	2	A	Yes	No.	No.	No.	Yes	Yes	No.	No.	G, I, D	
Chevrolet	Superior Touring	525	103	30x3½	1950	4	M W	Steel	None	Fab-Lea	R C F	Pyrox	2	A	No.	No.	No.	No.	No.	No.	No.	No.	I	
	Coupe	715	103	29x4.40	2175	2	M W	Steel	Steel	Worsted	R C F	Pyrox	1	D	No.	No.	No.	Yes	No.	Yes	No.	No.	I, D	
Chrysler	Six Touring	1395	112¾	30x5.77	2730	4	Wood	Steel	None	Leather	R C F	Pyrox	1	A	Yes	Yes	No.	Yes	No.	Yes	Yes	Yes	No.	G
	Sedan	1825	112¾	30x5.77	3060	4	Wood	Steel	Steel	Broad	R C F	Vr-Py	1	A	Yes	No.	No.	Yes	Yes	Yes	Yes	No.	G, D	
Cleveland	43 Touring	1095	115	31x5.25	2750	4	Wood	Steel	None	Leather	Py-Fa	Pyrox	2	A	No.	No.	No.	No.	No.	Yes	Yes	No.	No.	I
	Coach	1295	115	31x5.25	2980	2	Wood	Steel	Steel	Worsted	Py-Fa	Pyrox	1	A	No.	No.	Yes	Yes	No.	No.	Yes	No.	No.	I, D
Cleveland	"31" Touring	895	.....	30x4.75	2400	4	Wood	Steel	None	Leather	R C F	Pyrox	1	A	No.	††	††	††	††	††	††	††	††	I
	Sedan	1195	.....	30x4.75	2600	4	Wood	Steel	Steel	Broad	R C F	Pyrox	1	A	No.	††	††	††	††	††	††	††	††	I, D
Colo	Master Sportster	2175	127¼	34x7.30	....	4	Wood	Alum	None	Leather	R C F	Varnish	2	O	Yes	No.	No.	No.	No.	Yes	No.	Yes	No.	I, T
	Brouette	3225	127¼	34x7.30	....	4	Wood	Alum	Steel	Broad	R C F	Varnish	2	O	Yes	No.	No.	No.	No.	Yes	Yes	Yes	No.	I, T, D
	Sp. Touring	5800	132	33x5	4500	4	Wood	Alum	None	Leather	Opt.	Varnish	2	O	Yes	Yes	Yes	Yes	No.	Yes	Yes	Yes	No.	I, T
Cunningham	V-8 Coupe	7150	132	33x5	4700	4	Wood	Alum	Alum	Optional	Spec	Varnish	2	O	Yes	Yes	Yes	Yes	No.	Yes	Yes	Yes	No.	I, D, T
	**Touring	6300	142	33x5	4600	4	Wood	Alum	None	Leather	Opt.	Varnish	2	O	Yes	Yes	Yes	Yes	No.	Yes	Yes	Yes	No.	I, T
	**Sedan	7650	142	33x5	5000	4	Wood	Alum	Alum	Optional	Spec	Varnish	2	O	Yes	Yes	Yes	Yes	No.	Yes	Yes	Yes	No.	I, D, T
Dagmar	6-60 Touring	1785	118	32x4½	3150	4	Wood	Steel	None	Leather	R C F	Varnish	1	D	Yes	Yes	No.	Yes	No.	Yes	Yes	No.	No.	I
	Sedan	2345	118	32x4½	3500	4	Wood	Steel	Steel	Mohair	R C F	Varnish	1	D	Yes	Yes	No.	Yes	No.	Yes	Yes	No.	Yes	I, D
Dagmar	6-70 Phaeton	3500	138	33x5	3700	4	Wood	Steel	None	Leather	Broad	Varnish	1	D	Yes	Yes	Yes	Yes	No.	Yes	Yes	Yes	Yes	I
	Pet. Sedan	4500	138	33x5	4600	4	Wood	Steel	Steel	Mohair	R C F	Varnish	1	D	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No.	I, D
Davis	90 Phaeton	1395	115	31x5.25	2720	4	Wood	Steel	None	Leather	Py-Fa	Varnish	1	D	No	Yes	Yes	No.	No.	Yes	No.	Yes	No.	I
	Brougham	1595	115	31x5.25	2900	3	Wood	Steel	Steel	Velour	Py-Fa	Varnish	2	D	No	Yes	Yes	No.	No.	Yes	No.	Yes	No.	I, D
Davis	91 Phaeton	1695	118	30x5.77	2870	4	Wood	Steel	None	Leather	Py-Fa	Varnish	1	D	No	Yes	Yes	No.	Yes	Yes	No.	Yes	No.	I
	Brougham	1895	118	30x5.77	3050	3	Wood	Steel	Steel	Velour	Py-Fa	Varnish	1	D	No	Yes	Yes	No.	Yes	Yes	No.	No.	No.	I, D
	Touring	885	116	30x5.77	2591	4	Metal	Steel	None	.....	.....	Enamel	2	A	No	No.	No.	Yes	No.	No.	No.	No.	No.	G, I
Dodge Brothers	B. Sedan	1095	116	30x5.77	3050	4	Metal	Steel	.....	.....	.....	Enamel	2	A	No.	No.	No.	Yes	Yes	Yes	No.	No.	No.	G, I, D
Durris	Pasadena	4150	132	32x6.20	4320	4	Wood	Steel	None	Leather	R C F	Pyrox	2	A	Yes	Yes	No.	No.	No.	No.	Yes	No.	No.	I, T
	Sedan	5500	132	32x6.20	4500	4	Wood	St Al	Steel	Broad	R C F	Pyrox	2	A	Yes	Yes	Yes	Yes	No.	Yes	Yes	No.	No.	I, T, D
Duesenberg	St. 8 Phaeton	6250	134	33x5	3700	4	Wood	Alum	None	Leather	R C F	Varnish	2	W	Yes	Yes	Yes	Yes	No.	Yes	Yes	Yes	No.	G, I, T
	Coupe	7500	134	33x5	4000	4	Wood	Alum	Fabric	Broad	Leather	Varnish	2	W	Yes	Yes	No.	Yes	Yes	Yes	Yes	Yes	No.	G, I, D, T
DuPont	D Touring	2600	124	32x6.20	3400	4	Wood	Alum	None	Leather	Broad	Varnish	2	A	Yes	No.	No.	No.	No.	Yes	Yes	Yes	No.	I
	Sedan	3400	124	32x6.20	3800	4	Wood	Alum	Alum	Broad	R C F	Varnish	2	A	Yes	No.	No.	No.	Yes	Yes	Yes	No.	No.	I, D
Durant	A-22 Touring	830	109	31x4	2325	4	Wood	Steel	None	Fab-Lea	R C F	Varnish	2	D	No.	††	††	††	††	††	††	††	††	G
	Coach	1050	109	31x4	2555	2	Wood	Steel	Steel	Worsted	R C F	Varnish	2	D	No.	No.	No.	No.	Yes	Yes	No.	No.	No.	G
Elcar	4-41 Touring	995	112	31x4	2560	4	Wood	Steel	None	Leather	R C F	Varnish	1	D	Yes	††	††	††	††	††	††	††	††	G, I
	Sedan	1295	112	31x4	2779	3	Wood	Steel	Fabric	Mohair	R C F	Varnish	1	D	Yes	††	††	††	††	††	††	††	††	G, I, D
Elcar	6-51 D. Sp. Tour	1220	112	31x4	2600	3	Wood	Steel	None	Leather	R C F	Varnish	1	D	Yes	††	††	††	††	††	††	††	††	G, I
	Sedan	1495	112	31x4	2779	3	Wood	Steel	Fabric	Mohair	R C F	Varnish	1	D	Yes	††	††	††	††	††	††	††	††	G, I, D
Elcar	8-80 Phaeton	2165	127	32x6.20	3700	4	Wood	Steel	None	Leather	R C F	Varnish	1	D	Yes	Yes	Yes	Yes	No.	Yes	Yes	Yes	No.	G, I
	Brougham	2865	127	32x6.20	4050	4	Wood	Steel	Steel	Mohair	R C F	Varnish	1	D	Yes	Yes	No.	Yes	Yes	Yes	Yes	Yes	No.	G, I, D
Essex	6 Touring	900	110½	31x5.20	2185	4	Wood	Steel	None	.....	.....	Varnish	1	A	No	No.	No.	No.	No.	Yes	Yes	No.	No.	G
	Coach	895	110½	31x5.20	2370	2	Wood	Steel	Steel	Worsted	.....	Varnish	1	A	No.	No.	No.	No.	No.	Yes	Yes	No.	No.	G, D
Flint	40 Touring	1075	115	30x5.25	2400	4	Wood	Steel	None	Leather	R C F	Enamel	2	D	No.	Yes	No.	Yes	No.	No.	No.	Yes	No.	
	Brougham	1640	115	30x5.25	2720	2	Wood	Steel	Steel	Leather	R C F	Enamel	1	D	No.	Yes	Yes	Yes	Yes	No.	No.	Yes	No.	
Flint	55 Touring	1595	120	32x6.20	3245	4	Wood	Steel	None	Leather	R C F	Enamel	2	A	No.	Yes	Yes	Yes	Yes	Yes	No.	Yes	No.	G, I
	Coupe	2195	120	32x6.20	3455	2	Wood	Steel	Steel	.....	R C F	Enamel	1	A	No.	Yes	No.	No.	Yes	Yes	No.	Yes	No.	G, I, D
Ford	T Touring	290	100	30x3½	1535	3	M W	Steel	None	Fab-Lea	R C F	Enamel	2	A	No.	††	††	††	††	††	††	††	††	I
	Tudor	580	100	30x3½	1898	2	M W	Steel	Steel	Worsted	R C F	Varnish	2	A	No.	††	††	††	††	††	††	††	††	I, D
Franklin	10C Touring	2650	119	31x5.25	2700	4	Wood	Steel	None	Leather	R C F	Pyrox	2	A	Yes	No.	No.	No.	No.	Yes	No.	No.	No.	G
	Coupe	2700	119	31x5.25	2770	4	Wood	Steel	Fabric	Leather	R C F	Py-Va	2	A	Yes	No.	No.	No.	No.	Yes	No.	No.	No.	G, D
Gardner	Series 5 Touring	995	112	31x5.25	2555	4	Wood	Steel	None	Leather	R C F	Varnish	2	A	No.	No.	No.	Yes	No.	No.	No.	No.	No.	I
	Coupe	1275	112	31x5.25	2680	2	Wood	Steel	Steel	Velour	R C F	Varnish	2	A	No.	No.	No.	Yes	Yes	No.	No.	No.	No.	I
Gardner	"8" Touring	1995	125	30x5.77	3000	4	Wood	Steel	None	Leather	R C F	Pyrox	1	D	Yes	Yes	No.	No.	No.	Yes	No.	No.	No.	G, T
	Brougham	1995	125	30x5.77	3200	2	Wood	Steel	Steel	Velour	R C F	Pyrox	1	D	Yes	No.	Yes	No.	No.	Yes	No.	No.	No.	G, T
Gray	0 Touring	630	104	30x3½	1750	4	Wood	Steel	None	Fab-Lea	R C F	Varnish	2	A	No.	††	††	††	††	††	††	††	††	G, I
	Sedan	895	104	30x3½	2020	4	Wood	Steel	Steel	Velour	R C F	Varnish	2	D	No.	No.	No.	Yes	Yes	No.	No.	No.	No.	G, I
Haynes	60 Touring	1600	121	33x5.77	3290	4	Wood	Steel	None	Leather	R C F	Varnish	2	D	Yes	Yes	Yes	Yes	No.	Yes	Yes	No.	No.	I
	Brougham	2200	121	33x5.77	3525	4	Wood	Steel	Steel	Broad	R C F	Varnish	2	D	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No.	No.	I, D
Hertz	D-1 Sedan	1695	114	31x4	3360	4	Wood	Steel	Steel	Leather	R C F	Pyrox	2	D	No.	No.	No.	Yes	Yes	No.	No.	No.	No.	I
Hudson	Super Six **Phaeton	1500	127⅜	32x6.20	3400	4	Wood	Steel	None	Fab-Lea	R C F	Varnish	1	A	No.	No.	No.	No.	No.	Yes	Yes	No.	No.	G
	Coach	1345	127⅜	32x6.20	3385	2	Wood	Steel	Steel	Worsted	R C F	Varnish	1	A	No.	No.	Yes	No.	No.	Yes	Yes	No.	No.	G, D
Hupmobile	R Touring	1225	115	31x5.25	2705	4	M W	Steel	None	Fab-Lea	R C F	Pyrox	1	A	Yes	No.	No.	Yes	No.	Yes	No.	No.	No.	I
	Club Sedan	1375	115	31x5.25	2875	3	M W	Steel	Steel	Worsted	R C F	Pyrox	1	A	Yes	No.	No.	Yes	Yes	Yes	No.	No.	No.	I, D
Hupmobile	E-1 Touring	1975	118¼	33x6.0	3135	4	M W	Steel	None	Leather	R C F	Pyrox	1	A	Yes	Yes	No.	Yes	No.	Yes	No.	No.	Yes	G, I
	Coupe	2325	118¼	33x6.0	3410	4	M W	Steel	Steel	Velour	R C F	Pyrox	1	A	Yes	Yes	No.	Yes	Yes	Yes	No.	Yes	Yes	G, I, D
Jewett	23-25 Touring	1175	112	31x5.25	3000	4	Wood	Steel	None	Leather	R C F	Pyrox	1	O	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	G
	Brougham	1385	112	31x5.25	3230	2	Wood	Steel	Steel	Worsted	R C F	Pyrox	1	O	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	G, D
Jordan	K-L Blueboy	2095	124½	32x4½	3260	4	Steel	Steel	None	Leather	R C F	Pyrox	1	A	Yes	No.	Yes	No.	No.	No.	No.	Yes	No.	G, I
	Brougham	2385	120	32x4½	3420	4	Steel	Steel	Fabric	Worsted	R C F	Pyrox	2	A	Yes	No.	Yes	Yes	No.	No.	No.	Yes	No.	G, I, D
Jordan	A Touring	2575	125½	32x6.20	3340	4	Wood	Steel	None	Leather	R C F	Pyrox	2	A	Yes	No.	No.	Yes	No.	Yes	No.	No.	No.	G
	Victoria	2775	125½	32x6.20	3520	2	Wood	Alum	Alum	Worsted	R C F	Pyrox	2	A	Yes	No.	Yes	Yes	No.	Yes	No.	Yes	No.	G, D

ABBREVIATIONS:

******—Seven Passenger Model
††—Manufacturer's did not supply information
A—Artillery
AS—Aluminum and Steel
Alum—Aluminum
Brg—Brougham
Broad—Broadcloth
Cust—Custom
D—Disc
D—Door
D-Sp—Demi Special
Enam—Enamel
Fa-Le—Fabric Leather
G—Gearset
H—Hood
I—Ignition
Lacq—Lacquer
MW—Metal and Wood
O—Optional
Pet—Petite
Pyrox—Pyroxylin Finish
Py-Fa—Pyroxylin Fabric
RCF—Rubber Coated Fabric
s—Steering Wheel
Spec—Special
St-Al—Steel and Aluminum
T—Spare Tire
Vr-Py—Varnish or Pyroxylin Finish Optional
W—Wire
WFa—Worsted Fabric

Body and Equipment Specifications of 1925 Cars

NOTE: The body models listed below represent the lowest priced 4-5 passenger open and closed bodies fitted on each chassis

MAKE & MODEL OF CHASSIS	Body Model	Price $	Wheelbase (Ins.)	Tire Size (Ins.)	Weight of Complete Car (Lbs.)	Number of Doors	Body Framework Material	Covering Materials: Body Panels	Covering Materials: Rear and Quarter Sections	Covering Materials: Upholstery	Covering Materials: Top	Type of Finish	Type of Windshield	Type of Wheels	Snubbers or Shock Absorbers Fitted?	Bumpers	Trunk Rack	Windshield Wiper	Car Heater	Cowl Ventilator	Motometer	Dash Gas. Gage	Cigar Lighter	Locks Fitted
Kissel.....75	Speedster	2585	126	32x6.20	....	4	Wood	Steel	None	Leather	R C F	Varnish	1	W	Yes	Yes	No	Yes	No	Yes	No	No	No	G, L
	Victoria	2985	126	32x6.20	....	2	Wood	Steel	Fabric	Mohair	R C F	Varnish	1	A	Yes	Yes	No	Yes	Yes	Yes	No	Yes	No	G, I, D
	**Sedan	3485	137	32x6.20	....	4	Wood	Steel	Fabric	Mohair	R C F	Varnish	1	A	Yes	Yes	No	Yes	Yes	Yes	No	Yes	No	G, I, D
Lexington.....Concord	Touring	1595	119	31x5.25	2950	4	M & W	Steel	None	Leather	R C F	Varnish	2	O	No	No	No	Yes	No	Yes	No	No	No	G, L
	Sedan	2185	119	31x5.25	3150	4	M & W	Steel	.....	Velour	R C F	Varnish	2	O	Yes	No	No	Yes	Yes	Yes	No	No	No	G, L
Lexington..Minute Man	Touring	2095	123	32x6.20	3320	4	M & W	Steel	None	Leather	R C F	Varnish	2	O	No	Yes	No	Yes	No	Yes	No	No	No	G, L
	Coach	2495	123	32x6.20	3400	2	M & W	Steel	None	Velour	R C F	Varnish	2	O	No	Yes	No	Yes	Yes	Yes	No	No	No	G, L
Lincoln.....8	Phaeton	4000	136	33x5	4350	4	Wood	Steel	None	Leather	R C F	Varnish	2	A	Yes	Yes	No	Yes	No	Yes	No	No	Yes	G, I, T, S
	Coupe	4600	136	33x5	4507	2	Wood	Alum	None	Optional	R C F	Varnish	2	A	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	G, I, S, T, D
Locomobile.....48	Sportif	7400	142	35x5	5030	4	Wood	Steel	None	Leather	Broad	Varnish	2	A	Yes	Yes	No	Yes	No	Yes	No	No	No	I, T, H
	Victoria	9990	142	35x5	5600	4	Wood	Steel	Steel	Optional	R C F	Varnish	2	A	Yes	Yes	No	Yes	No	Yes	No	No	No	I, T, D, H
Locomobile.....6-J	Touring	1600	115	30x5.77	....	4	Wood	Steel	None	Leather	R C F	Varnish	1	A	Yes	Yes	No	No	No	Yes	Yes	No	No	I
	Sedan	2000	115	30x5.77	....	4	Wood	Steel	Fabric	Broad	R C F	Varnish	1	A	Yes	Yes	No	No	No	Yes	Yes	No	No	I, D
Locomobile.....8-J	Touring	1785	124	30x5.77	....	4	Wood	Steel	None	Leather	R C F	Varnish	1	A	Yes	Yes	No	No	No	Yes	Yes	No	No	I
	Sedan	2185	124	30x5.77	....	4	Wood	Steel	Fabric	Broad	R C F	Varnish	1	A	Yes	Yes	No	No	No	Yes	Yes	No	No	I, D
Marmon.....74	Phaeton	3165	136	32x6.20	3575	4	Wood	Steel	None	Leather	R C F	Pyrox	2	A	No	No	No	Yes	No	Yes	Yes	No	Yes	G, I, T
	Bgh. Coupe	3295	136	34x7.30	3970	4	Wood	Steel	.....	Broad	R C F	Pyrox	1	A	No	No	No	Yes	No	Yes	No	No	Yes	G, I, T, D
McFarlan.....SV	Touring	2600	127	32x4½	3600	4	Wood	Alum	None	Leather	Leathe	Varnish	2	O	Yes	No	Yes	Yes	No	Yes	No	Yes	Yes	I, T
	Coupe	3100	127	32x4½	3850	2	Wood	Alum	Alum	Mohair	R C F	Varnish	2	O	Yes	No	Yes	Yes	No	Yes	No	Yes	Yes	I, T, D
McFarlan.....TV	Sp. Touring	5600	140	33x5	4600	4	M & W	Alum	None	Optional	Leather	Varnish	2	O	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	I, T
	Sedan	6720	140	33x5	5200	4	M & W	Alum	Alum	Optional	R C F	Varnish	2	O	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	I, D, T
Maxwell.....25C	Touring	895	109	30x5.25	2210	4	Wood	Steel	None	Leather	R C F	Pyrox	2	A	No	No	No	Yes	No	No	No	No	No	G
	Club Sedan	1045	109	30x5.25	2440	2	Wood	Steel	.....	Leather	R C F	Pyrox	1	A	No	No	No	Yes	Yes	Yes	No	No	No	G, D
Moon.....Series A	Touring	1195	113	30x5.25	2610	4	M & W	Steel	None	Leather	Py-Fa	Pyrox	2	D	No	No	No	No	No	Yes	No	No	No	G
	Sedan	1595	113	30x5.25	2755	2	M & W	Steel	Steel	Velour	Py-Fa	Pyrox	2	D	No	No	No	Yes	Yes	Yes	No	No	No	G, D
Moon.....Newport	Touring	1495	115	31x5.25	2935	4	M & W	Steel	None	Leather	Py-Fa	Pyrox	2	D	No	No	No	No	No	Yes	No	No	No	G
	Sedan	1815	115	31x5.25	3095	4	M & W	Steel	Steel	Broad	Py-Fa	Varnish	2	D	No	No	No	Yes	Yes	Yes	No	No	No	G, D
Moon.....Metropolitan	Touring	1515	118	31x5.25	3035	4	M & W	Steel	None	Leather	Py-Fa	Pyrox	2	D	No	No	No	No	No	Yes	No	No	No	G
	Sedan	1995	118	31x5.25	3195	4	M & W	Steel	Steel	Broad	Py-Fa	Pyrox	2	D	No	No	No	Yes	Yes	Yes	No	No	No	G, D
Moon.....London	Touring	1985	128	32x6.20	3445	4	M & W	Steel	None	Leather	Py-Fa	Pyrox	2	D	No	No	Yes	No	No	No	No	No	No	G
	Petite Sedan	2540	128	32x6.20	3765	4	M & W	Steel	Fabric	Broad	Py-Fa	Pyrox	2	D	No	No	Yes	Yes	Yes	Yes	No	No	No	G, D
Nash.....“Advanced”	Touring	1375	121	33x6.0	2400	4	Wood	Steel	None	Leather	R C F	Pyrox	1	D	No	No	No	Yes	No	Yes	No	No	Yes	G
	Sedan	1485	121	33x6.0	....	2	Wood	Steel	Steel	Mohair	R C F	Pyrox	1	D	No	No	Yes	Yes	Yes	Yes	No	No	Yes	G
Nash.....“Advanced”	**Touring	1525	127	33x6.0	3480	4	Wood	Steel	None	Leather	R C F	Pyrox	1	D	No	No	No	Yes	No	Yes	No	Yes	No	G
	Coupe	2190	127	33x6.0	3750	4	Wood	Steel	Steel	Mohair	R C F	Pyrox	1	D	No	No	Yes	Yes	Yes	Yes	No	No	No	G
Nash.....“Special”	Touring	1095	112½	31x5.25	2960	4	Wood	Steel	None	Mohair	R C F	Pyrox	1	D	No	No	No	Yes	No	Yes	No	No	No	G
	Sedan	1225	112½	31x5.25	3120	4	Wood	Steel	Steel	Mohair	R C F	Pyrox	1	D	No	No	Yes	Yes	No	Yes	No	No	No	G
Oakland.....6-54	Touring	1095	113	31x4.95	2485	4	M & W	Steel	None	Leather	R C F	Pyrox	2	D	No	No	No	Yes	No	Yes	No	No	No	G
	Coach	1215	113	31x4.95	2745	2	M & W	Steel	Steel	Worsted	R C F	Pyrox	1	D	Yes	No	No	Yes	Yes	Yes	No	No	No	G
Oldsmobile.....30	Touring	890	110	31x4.50	2280	4	Wood	Steel	None	Fab-Lea	R C F	Pyrox	2	A	No	††	††	††	††	††	††	††	††	G, I
	Coach	1075	110	31x4.50	2510	2	Wood	Steel	Steel	Broad	R C F	Pyrox	1	D	No	No	No	Yes	Yes	Yes	No	No	No	G, I, D
Overland.....91	Touring	495	100	30x3½	1863	4	M & W	Steel	None	Fab-Lea	R C F	Enamel	2	A	N	††	††	††	††	††	††	††	††	I
	Sedan	585	100	30x3½	2004	3	M & W	Steel	Fabric	Leather	R C F	Enamel	....	A	No	No	No	Yes	No	Yes	††	††	††	I
Packard.....6	Touring	2585	126	33x4½	3320	4	Wood	A & S	None	Leather	R C F	Varnish	2	A	Yes	No	No	Yes	No	Yes	Yes	Yes	No	I, T
	Sedan	2585	126	33x4½	3565	4	Wood	A & S	Steel	Broad	R C F	Varnish	2	A	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	I, D, T
Packard.....6	**Touring	2785	133	33x4½	3430	4	Wood	A & S	None	Leather	R C F	Varnish	2	A	Yes	No	No	Yes	No	Yes	Yes	Yes	No	I, T
	**Sedan	2785	133	33x4½	3690	4	Wood	A & S	Steel	Broad	R C F	Varnish	2	A	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	I, D, T
Packard.....8	Touring	3650	136	33x5	3990	4	Wood	A & S	None	Leather	R C F	Varnish	2	A	Yes	No	No	Yes	No	Yes	Yes	Yes	No	I, T
	Coupe	4550	136	33x5	4125	4	Wood	A & S	Steel	Broad	R C F	Varnish	2	D	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	I, T, D
Packard.....8	**Touring	3850	143	33x5	4020	4	Wood	A & S	Steel	Leather	R C F	Varnish	2	D	Yes	No	No	Yes	No	Yes	Yes	Yes	No	I, D, T
	**Sedan	4900	143	33x5	4275	4	Wood	A & S	Steel	Broad	R C F	Varnish	2	D	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	I, D, T
Paige.....21-24	Touring	2165	131	33x6.75	3677	4	Wood	Steel	None	Leather	R C F	Varnish	2	O	Yes	Yes	No	Yes	No	Yes	Yes	Yes	No	G
	Brougham	2395	131	33x6.75	3900	4	Wood	Steel	Fabric	Mohair	R C F	Varnish	2	O	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	G
Peerless.....70	Phaeton	2285	126	33x6.20	3175	4	M & W	Steel	None	Leather	R C F	Varnish	2	A	Yes	No	No	Yes	No	Yes	Yes	No	No	G, I, T
	Coupe	2495	126	33x6.20	3700	2	M & W	Steel	Steel	Mohair	R C F	Varnish	2	A	Yes	No	No	Yes	No	Yes	Yes	No	No	G, I, T, D
Peerless.....“8”	Phaeton	3285	128	33x6.75	4125	4	M & W	Steel	None	Leather	R C F	Varnish	2	A	Yes	No	No	Yes	No	Yes	Yes	Yes	No	G, I, T
	Victoria	3950	128	33x6.75	4130	2	M & W	Steel	Steel	Mohair	R C F	Varnish	1	A	Yes	No	No	Yes	No	Yes	Yes	Yes	No	G, I, T, D
Pierce-Arrow.....33	Touring	5250	138	33x5	4900	4	M & W	Alum	None	Leather	R C F	Varnish	2	A	Yes	Yes	No	Yes	No	Yes	No	No	No	I, T
	Sedan	6900	138	33x5	5260	4	M & W	Alum	Alum	Opt	R C F	Varnish	2	A	Yes	Yes	No	Yes	No	Yes	No	No	No	I, T, D
Pierce-Arrow.....80	**Touring	3095	130	32x5.77	3385	4	M & W	Steel	None	Leather	R C F	Varnish	2	A	Yes	Yes	No	Yes	No	Yes	No	No	No	I, T
	Sedan	3895	130	32x5.77	3440	4	M & W	Alum	Alum	Broad	R C F	Varnish	2	A	Yes	Yes	No	Yes	No	Yes	No	No	No	I, T, D
Reo.....T-6	Touring	1595	120	32x6.20	3172	4	Wood	Steel	None	Leather	R C F	Varnish	2	D	No	No	No	Yes	No	Yes	No	No	Yes	G
	Sedan	1595	120	32x6.20	3400	4	Wood	Steel	Fabric	Velour	R C F	Varnish	1	D	No	No	No	Yes	No	Yes	No	No	No	G, D
Revere.....25	Touring	2750	131	32x6.20	3975	4	Wood	Alum	None	Leather	R C F	Varnish	2	A	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	I, T
	Sedan	3800	131	32x6.20	4300	4	Wood	Alum	Alum	Mohair	R C F	Varnish	1	A	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	I, T
Rickenbacker.....D	Phaeton	1395	117	31x5.25	2880	4	Wood	Steel	None	Leather	R C F	Varnish	2	A	Yes	No	No	Yes	No	Yes	No	No	No	G, I
	Coach	1595	117	31x5.25	....	4	Wood	Steel	Fabric	Worsted	R C F	Varnish	1	D	Yes	No	No	Yes	No	Yes	No	No	No	G, I, D
Rickenbacker.....“A”	Sp. Phaeton	2195	121½	33x4½	3326	4	Wood	Steel	None	Leather	R C F	Varnish	2	D	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	S
	Brougham	2395	121½	33x4½	....	4	Wood	Steel	Fabric	Velour	R C F	Pyrox	1	D	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes	S, D
Rollin.....G	Touring	1155	112	31x5.25	2300	4	Wood	Steel	None	Leather	R C F	Pyrox	2	D	No	No	No	No	No	Yes	No	No	No	G, I
	Brougham	1325	112	31x5.25	....	2	Wood	Steel	Fabric	Worsted	Py-Fa	Pyrox	1	D	No	No	No	Yes	No	Yes	No	No	No	G, I, D
Stanley.....252	Touring	2500	112	31x4.95	3770	4	M & W	Alum	None	Leather	R C F	Varnish	1	A	Yes	No	No	Yes	No	Yes	No	No	No	T
	Sedan	3300	112	31x4.95	4075	4	M & W	Alum	Alum	Velour	R C F	Varnish	2	A	Yes	No	No	Yes	No	Yes	No	No	No	T, D
Stearns-Knight.....C	Touring	1875	121	33x6.00	3540	4	M & W	Steel	None	Leather	R C F	Varnish	2	A	No	No	No	Yes	No	Yes	Yes	No	No	
	Coupe	2285	121	33x6.00	3650	2	M & W	Steel	Fabric	Optional	R C F	Varnish	2	A	No	No	No	Yes	No	Yes	Yes	No	No	D
Stearns-Knight.....S	Touring	2395	130	33x6.60	3925	4	M & W	Steel	None	Leather	R C F	Varnish	2	A	No	No	No	Yes	No	Yes	Yes	No	No	
	Brougham	2945	130	33x6.60	4250	4	M & W	Steel	Fabric	Optional	R C F	Varnish	2	A	No	No	Yes	Yes	No	Yes	Yes	No	No	D
Sterling-Knight.....B6	Phaeton	2150	125	32x4½	3200	4	Wood	Steel	None	Leather	R C F	Varnish	2	A	Yes	Yes	No	Yes	No	Yes	Yes	No	No	G, I
	Brougham	2750	125	32x4½	3450	4	Wood	Steel	Fabric	Optional	R C F	Varnish	2	A	Yes	Yes	No	Yes	No	Yes	Yes	No	No	G, I, D
Stevens-Duryea.....G	Phaeton	7750	138	33x5	5425	4	Wood	Alum	None	Leather	R C F	Va-Py	2	A	Yes	Yes	No	Yes	No	Yes	Yes	No	No	I, T
	Coupe	9000	138	33x5	5600	2	Wood	Alum	Alum	Broad	R C F	Va-Py	2	A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	I, T, D
Studebaker.....Sta. Six	Phaeton	1145	113	31x5.25	2870	4	M & W	Steel	Steel	Leather	Py-Fa	Lacq	1	A	No	No	No	Yes	No	Yes	No	Yes	No	G, D, T
	Coupe	1445	113	31x5.25	3110	2	Wood	Steel	Steel	Mohair	Py-Fa	Pyrox	1	A	.....	††	††	††	††	††	††	††	††	G, D, T
Studebaker....Spec. Six	Phaeton	1495	120	32x6.20	3475	4	M & W	Steel	Steel	Leather	Py-Fa	Pyrox	1	A	Yes	No	No	Yes	No	Yes	Yes	Yes	No	G, T, I
	Victoria	1895	120	32x6.20	3675	2	Wood	Steel	Steel	Mohair	Py-Fa	Varnish	1	A	Yes	No	No	Yes	Yes	Yes	Yes	Yes	No	G, I, D, T
Studebaker.....Big Six	**Phaeton	1875	127	34x7.30	3785	4	M & W	Steel	Steel	Leather	Py-Fa	Pyrox	1	A	Yes	No	No	Yes	No	Yes	Yes	Yes	No	G, T
	Coupe	2450	127	34x7.30	4030	2	Wood	Steel	Steel	Mohair	Py-Fa	Varnish	1	A	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	G, D, T
Stutz.....693-4	Phaeton	2880	120	32x4	3656	4	Wood	Steel	None	Leather	R C F	Varnish	2	O	Yes	No	††	††	††	Yes	No	No	No	G, T, I
	Sedan	3580	120	32x4½	4020	4	Wood	Steel	Steel	Mohair	R C F	Varnish	2	O	Yes	No	No	Yes	No	No	Yes	No	No	G, I, D, T
Stutz.....695	Touring	3535	130	33x5	3896	4	Wood	Steel	None	Leather	R C F	Varnish	2	O	Yes	No	††	††	††	††	††	No	No	G, I, T
	Sedan	4435	130	33x5	4190	4	Wood	Steel	Steel	Mohair	R C F	Varnish	2	O	Yes	No	No	Yes	No	No	Yes	No	No	G, I, D, T
Velie.....60	Phaeton	1275	118	31x5.25	2840	4	Wood	Steel	None	Fab-Lea	R C F	Varnish	2	A	No	No	No	Yes	No	Yes	No	No	No	G
	Coach Sedan	1450	118	33x6.00	3083	2	Wood	Steel	Steel	Velour	R C F	Varnish	1	A	No	No	No	Yes	No	Yes	No	No	No	G, D
Westcott.....44	Touring	1895	120	32x6.20	3195	4	Wood	Steel	Fabric	Leather	R C F	Varnish	2	D	Yes	No	No	Yes	No	Yes	Yes	No	No	I
	Sedan	2325	120	32x6.20	3400	4	Wood	Steel	Fabric	Optional	Py-Fa	Varnish	1	D	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	I, D
Westcott.....H60	Sedan	2325	118	32x6.20	3285	4	Wood	Steel	Steel	Velour	Py-Fa	Varnish	2	D	Yes	No	No	Yes	Yes	Yes	Yes	No	No	I, G
Wills Ste. Claire..A-6-B68	Traveler	2975	127	32x6.20	3335	4	M & W	Steel	None	Leather	R C F	Varnish	1	D	Yes	No	No	Yes	No	Yes	No	Yes	Yes	G, I, T
	Coupe	3675	127	32x6.20	3495	2	M & W	A & S	Alum	Worsted	R C F	Varnish	1	D	Yes	No	No	Yes	No	Yes	No	Yes	Yes	G, I, T, D
Wills Ste. Claire.....W6	Traveler	2485	128	32x6.0	....	4	Wood	Steel	None	Leather	R C F	Varnish	1	D	Yes	No	No	Yes	No	Yes	No	No	No	G, T
	Coupe	2985	128	32x6.0	....	2	Wood	Steel	Steel	Broad	R C F	Varnish	1	D	Yes	No	No	Yes	No	Yes	No	Yes	Yes	G, T, D
Willys-Knight....66-67	Touring	1295	118	33x4.95	2768	4	Wood	Steel	None	Fab-Lea	R C F	Varnish	2	A	.....	No	No	Yes	Yes	Yes	No	Yes	No	I
	Coupe	1495	118	33x4.95	3115	4	Wood	Steel	Steel	Mohair	R C F	Varnish	....	A	.....	No	No	Yes	Yes	Yes	No	Yes	No	I, D
Willys-Knight.....“6”	Touring	1845	126	32x6.20	3400	4	Wood	Steel	None	Leather	R C F	Varnish	1	A	Yes	No	No	Yes	No	No	††	††	††	G, T
	Coupe Sedan	2145	126	32x6.20	....	3	Wood	Steel	Fabric	Mohair	R C F	Varnish	1	A	Yes	No	No	Yes	No	No	††	††	††	G, T

For abbreviations see preceding page.

American Passenger Car

For Complete Engine Specifications see pages 362-363

MAKE AND MODEL	GENERAL			CLUTCH					GEARSET				UNIVERSALS		REAR AXLE									
							Facings						Front	Rear										
	Wheelbase (In.)	Chassis Weight (Lb.)	Tire Size ‡‡	Make and Model	Type	Number of Driving and Driven Disks	Maximum Dia. (In.)	Minimum Dia. (In.)	Make and Model	Location	Number of Forward Speeds	Low Gear Ratio ‡‡	Type and Make	Type and Make	Propeller Shaft Number of Pieces	Make and Model	Type	Final Drive	Gear Ratio ‡‡	Propulsion Taken By	Torque Taken By	Minimum Road Clearance (In.)	Differential Make
American.....D66	127	.....	33x4½	B&B...DX10	SP....	2-1	9⅞	6¾	B-L.....	Eng..	3	....	m-Har..	m-Har..	....	Sal.....	FF..	SB...	5.10	Spr...	Spr...	10	Sal...
Anderson.....41	115	2100	31x5.25	B&B...DX142	SP....	2-1	9⅞	6¾	Dur....04700	Eng..	3	3.09	f-Uni...	f-Uni...	1	Sal.....C	½F.	SB...	4.75	Spr...	Spr...	8½	Sal...
Anderson.....50	122	2400	33x4.95	B&B...DX142	SP....	2-1	9⅞	6¾	Dur....04700	Eng..	3	3.09	f-Uni...	f-Uni...	1	Sal.....A	¾F.	SB...	4.50	Spr...	Spr...	9	Sal...
Apperson.....6	120	2400	32x5.77	Roc.....CIA	SP....	1-1	9⅞	6¾	Mec.....MN	Eng..	3	3.04	m-Ste...	m-Ste...	1	Col...12000	½F.	SB...	5.10	Spr...	Spr...	10	Col...
Apperson.....8	130	3150	33x6.75	Own....8-25	SP....	1-1	10¾	7¼	Own.....8-25	Sep...	3	3.43	m-The..	m-The..	1	Own....8-25	½F.	SB...	4.66	Spr...	Spr...	10	Own...
Apperson.....St. 8	130	.....	32x5.77 32x6.20	Own.....8	SP....	1-2	10¾	7¼	Own.....8	Eng..	3	....	m-Ste...	m-Ste...	1	Own.....8	½F.	SB...	4.25 4.63	Spr...	Spr...	....	Own...
Auburn.....4	108	.....	29x4.40							Eng..							½F.			Spr...	Spr...		
Auburn.....6-43	114	.....	31x4.00	B&B...DX10	SP....	2-1	9⅞	6¾	War.....T64J	Eng..	3	3.11	m-Uni..	m-Uni..	....	Col...12001	½F.	SB...	4.63	Spr...	Spr...	10¼	BLC...
Auburn.....8-88	129	.....	32x6.20	Lon.....	SP....	....	....	....	War.....	Eng..	3	....	m-Uni..	m-Uni..	....	Col.....	½F.	.....	.....	Spr...	Spr...	....	.....
Barley.....6	118	.....	33x4	B&B...DX10	SP....	2-1	9⅞	6¾	Ful.....F	Eng..	3	....	f-M&E..	f-M&E..	....	Col...12000	¾F.	SB...	4.90	Spr...	Spr...	....	BLC...
Buick.....Stand	114⅜	.....	31x4.95	Own.....Std.	MD...	4-4	7⅞	5⅞	Own.....Std.	Eng..	3	2.80	m-Own..	None...	1	Own...Std.	¾F.	SB...	4.90	TT..	TT..	9	BLC...
Buick.....Master	120 128	.....	32x5.77	Own.....Mas.	MD...	5-5	7⅞	5⅞	Own.....Mas.	Eng..	3	3.36	m-Own..	None...	1	Own...Mas.	FF..	SB...	4.70 4.73	TT..	TT..	9¼	BLC...
Cadillac.....V63	132 138	3550 3535	33x5	Own.....V63	MD...	7-8	7¼	....	Own.....V63	Eng..	3	....	m-Spi...	m-Spi...	1	Own....V63	FF..	SB...	4.50 4.15	Spr...	TA...	10	BLC...
Case.....Y	132	.....	33x5	Own.....Y	MD...	5-4	8⅞	6¼	Own.....Y	Eng..	3	2.98	f-Sne...	f-Sne...	1	Col...50051	¾F.	SB...	4.45	Spr...	TA...	9¾	B-L...
Case.....X	122	.....	32x4½	Own.....X	MD...	4-3	8⅞	6¼	Own.....X	Eng..	3	2.98	f-Sne...	f-Sne...	1	Col...33004	½F.	SB...	4.90	Spr...	Spr...	9	B-L...
Case.....JIC	122	2330	32x4½	Own.....JIC	MD...	4-3	8⅞	6¼	Own.....JIC	Eng..	3	2.98	f-Sne...	f-Sne...	1	Col...33004	½F.	SB...	4.90	Spr...	Spr...	9	B-L...
Chandler.....SS	123	.....	33x6.00	B&B....Spec.	SP....	2-1	9⅛	6¾	Own.....SS	Eng..	3	2.42	f-Own..	f-Own..	1	Own.....SS	¼F.	SB...	4.45	Spr...	Spr...	9	Own...
Chevrolet....Super. K	103	1470	30x3½ 29x4.40	Own....Sup.K	SP....	2-1	9	....	Own....Sup.K	Eng..	3	3.32	m-Own..	None...	1	Own. Sup.K	½F.	SB...	3.82	Spr...	TT..	9⅞	Own...
Chrysler.....6	112¾ 118¼	2730	30x5.77	Own.....6	MD...	3-4	7⅝	5⅝	Own.....6	Eng..	3	3.28	m-Uni..	m-Uni..	1	Own.....6	½F.	SB...	4.60 4.90	Spr...	Spr...	9½	Own...
Cleveland.....31	.....	.....	30x4.75	B&B....DX	SP....	2-1	9⅞	6¾	Own.....31	Eng..	3	3.07	f-Sne...	f-Sne...	1	Own.....31	½F.	SB...	4.70	Spr...	Spr...	9¾	Own...
Cleveland.....43	115	2210	31x5.25	B&B...10KP	SP....	2-1	9⅞	6¾	Own.....43	Eng..	3	3.07	f-Sne...	f-Sne...	1	Own.....43	½F.	SB...	4.90	Spr...	Spr...	9¾	Own...
Cole.....Master	127¼	.....	34x7.30	North..311	MD...	6-5	9½	7½	Nor.....311	Eng..	3	....	m-Spi...	m-Spi...	1	Col...50000	FF..	SB...	4.70	Spr...	Spr...	11	B-L...
Cunningham.....V6	132 142	.....	33x5	Own.....V6	MD...	7-7	8⅞	8⅜	Own.....V6	Eng..	4	3.29	f-Sne...	f-Sne...	1	Tim...5715	FF..	SB...	4.23	Spr...	TA...	9¼	Tim...
Dagmar.....6-69	118	1800	32x4½	B&B...DX10	SP....	2-1	9⅞	6¾	War.....AS5	Eng..	3	....	m-Spi...	m-Spi...	2	Tim...5013	½F.	SB...	5.10	Spr...	Spr...	9	Tim...
Dagmar.....6-70	138	2260	33x5	B-L.....35	MD...	5-5	8⅞	6¼	BL.....35	Eng..	4	5.35	m-Spi...	m-Spi...	2	Tim...5310	½F.	SB...	4.90	Spr...	Spr...	9¼	Tim...
Davis.....90	115	.....	31x4*	B&B...DX28	SP....	2-1	9⅞	6¾	War....T64J	Eng..	3	3.11	m-Pet..	m-Pet..	1	Tim..5013H	½F.	SB...	5.70	Spr...	Spr...	....	Tim...
Davis.....91	118	.....	32x4½*	B&B...DX28	SP....	2-1	9⅞	6¾	War....T64J	Eng..	3	3.11	m-Pet..	m-Pet..	1	Tim..5013H	½F.	SB...	5.10	Spr...	Spr...	....	Tim...
Dodge Brothers..1925	116	1992	30x5.77	Own.....25	MD...	4-3	9	6¾	Own.....25	Eng..	3	....	None...	m-Own..	1	Own.....25	½F.	SB...	4.54	Spr...	TT..	9¾	Own...
Dorris.....6-80	132	2760	32x6.20	Own....6-80	MD...	8-8	8⅛	6	War.....30A	Eng..	3	3.33	m-Spi...	m-Spi...	1	Tim....5512	½F.	SB...	4.23	Spr...	Spr...	8	Tim...
Duesenberg.....St. 8	134 141	2750 2800	33x5*	Own.....S8	SP....	1-1	13	7⅜	Own.....S8	Eng..	3	3.16	f-Cli...	f-Cli...	1	Own.....S8	½F.	SB...	4.90 5.30	TT..	TT..	10⅞	Own...
Du Pont.....D	124	.....	32x6.20	Lon.....10	MD...	1-2	7¾	5¾	Cam.....D21	Eng..	3	3.19	m-Uni..	m-Uni..	2	Eat..A3-41	½F.	SB...	4.70	Spr...	.....	9½	Eat...
Durant.....A22	109	2135	31x4*	Own.....A22	SP....	....	12	....	Own.....A22	Sep...	3	3.32	m-Spi...	m-Spi...	1	Own....A22	¾F.	SB...	4.33	Spr...	Spr...	9	Own...
Elcar.....4-40	112	.....	31x4*	B&B...DX10	SP....	2-1	9⅞	6¾	War.....T64J	Eng..	3	3.11	m-Mec..	m-Mec..	1	Sal.....C	½F.	SB...	4.70	Spr...	Spr...	9½	B-L...
Elcar.....6-50	112	.....	31x4*	B&B...DX10	SP....	2-1	9⅞	6¾	War.....T64J	Eng..	3	3.11	m-Mec..	m-Mec..	1	Sal.....C	½F.	SB...	4.70	Spr...	Spr...	9½	B-L...
Elcar.....8-80	127	.....	32x6.20	B&B...DX10	SP....	2-1	9⅞	6¾	War.....T64J	Eng..	3	3.11	m-Spi...	m-Spi...	1	Sal.....A	¾F.	SB...	4.70 5.00	Spr...	Spr...	10	B-L...
Essex.....6	110½	1670	31x5.26	Own.....6	MO...	4-3	8⅜	....	Own.....6	Eng..	3	3.24	m-Spi...	m-Spi...	1	Own.....6	¾F.	SB...	5.60	Spr...	Spr...	8½	Own...
Flint.....40	115	.....	30x5.25	Own.....40	SP....	....	....	....	W-C....Spec.	Sep...	3	3.32	m-Spi...	m-Spi...	....	Ada...Spec.	¾F.	SB...	4.77	Spr...	Spr...	....	Ada...
Flint.....55	120	.....	32x6.20	Own.....55	SP....	2-2	12½	....	W-C....Spec.	Sep...	3	3.52	m-Spi...	m-Spi...	....	Ada...Spec.	¾F.	SB...	4.77	Spr...	Spr...	....	NP...
Ford.....T	100	1262	30x3½	Own.....T	MO...	13-12	....	....	Own.....T	Eng..	2	9.98	m-Own..	None...	1	Own.....T	½F.	TB...	3.63	RR...	TT..	10¼	Own...
Franklin.....11	119	2100	31x5.25	B-L.....Spec.	SP....	1-1	9⅞	6¾	Own.....11	Eng..	3	3.62	None...	m-Spi...	2	Own.....11	½F.	SB...	4.73	Spr...	Spr...	9½	Own...
Gardner.....Series 5	112	.....	31x5.25	B&B...DX138	SP....	2-1	9⅞	6¾	Mec.....MU	Eng..	3	....	m-Pet...	m-Pet...	....	Fli..44EA10	¾F.	SB...	4.80	Spr...	Spr...	....	Fli...
Gardner.....6	118	.....	30x5.25	B&B.....DX	MD...	2-1	9⅞	6¾	.....	Eng..	3	....	.....	.....	3	.....	½F.	SB...	.....	Spr...	Spr...	.....	.....
Gardner.....8	125	.....	30x5.77	B&B.....DX	SP....	2-1	9⅞	6¾	Mec.....	Eng..	3	....	m-Mec..	m-Mec..	1	Col.....	½F.	SB...	4.70	Spr...	Spr...	....	.....
Gray.....0	104	1225	30x3½*	Own.....R	SP....	1-1	9¾	7⅛	Det.....CN	Eng..	3	3.38	f-Sne...	f-Sne...	1	Tim...0-500	½F.	SB...	3.90	Spr...	Spr...	10	Tim...
H.C.S.....Series 6	126	3780	33x5*	B-L.....30A	MD...	4-4	8⅞	6¼	B-L.....30A	Eng..	3	3.33	m-Spi..	m-Spi...	2	Own.....6	¾F.	SB...	4.63	TT..	TT..	10	B-L...
Haynes.....60	121	2800	33x5.77	War....Spec.	SP....	2-1	9	6½	Mec.....LU	Eng..	3	3.20	m-Uni..	m-Uni..	2	Own.....60	¾F.	SB...	4.41	Spr...	Spr...	9½	War...
Hertz.....D1	114	.....	31x4	Lon.....8C	SP....	2-1	8¾	6¼	Det...KL400	Eng..	3	3.11	m-Spi...	m-Spi...	1	Tim..521CH	½F.	SB...	4.72	Spr...	Spr...	....	Tim...
Hudson.....Super Six	127⅜	2775	33x6.20	Own.....6	MO...	6-6	9¼	7¾	Own.....6	Eng..	3	3.04	m-Spi...	m-Spi...	1	Own.....6	¾F.	SB...	4.45	Spr...	Spr...	9¼	Own...
Hupmobile...Series R	115	.....	31x5.25	Lon.....10A	MD...	2-2	7¾	5¾	Own.....R	Eng..	3	3.88	m-Uni..	m-Uni..	1	Own.....R	½F.	SB...	4.90	Spr...	Spr...	9½	B-L...
Hupmobile.....E1	118¼	.....	33x6.00	Lon.....8B	SP....	2-1	8¾	6¼	Det.....Spec.	Eng..	3	3.11	m-Uni..	m-Uni..	1	Own.....E1	½F.	SB...	4.63	Spr...	Spr...	9½	B-L...
Jewett.....23-25	112	2173	31x5.25	Lon.....10	MD...	2-2	7¾	5¾	War.....T64J	Eng..	3	3.11	m-Mec..	m-Mec..	1	Sal...1564E	½F.	SB...	4.54	Spr...	Spr...	9	B-L...
Jordan.....K&L	120 124½	.....	32x4½*	Det.....N	SP....	2-1	9⅞	6⅞	Det.....KY	Eng..	3	3.12	m-Thi..	m-Thi..	2	Tim...5200	½F.	SB...	4.45 4.64	Spr...	Spr...	9½	Tim...
Jordan.....A	125½	.....	32x6.20	Det.....	SP....	2-1	....	....	Det....Spec.	Eng..	3	3.12	m-Thi..	m-Thi..	2	Tim...Spec.	½F.	SB...	4.64	Spr...	Spr...	9½	Tim...
Kissel.....55	121	3130	32x6.00	B&B..DX1029	SP....	2-1	9⅞	6¾	War.....T64J	Eng..	3	3.11	m-Spi...	m-Spi...	1	Tim...5140	¾F.	SB...	4.41	Spr...	Spr...	9	Tim...
Kissel.....St. "75"	126 137	.....	32x6.20	B&B.....DX	SP....	2-1	9⅞	6¾	War.....T64J	Eng..	3	3.11	m-Spi...	m-Spi...	1	Tim...5140	½F.	SB...	4.41	Spr...	Spr...	9½	Tim...
Lexington....Concord	119	2125	31x5.25	Lon.....10	MD...	2-2	7¾	5¾	War.....T64	Eng..	3	3.11	f-Pic...	f-Pic...	2	Sal.....C	½F.	SB...	4.70	Spr...	Spr...	....	BLC...
Lexington..Min. Man	123	2600	32x6.20	Lon.....10	MD...	2-2	7¾	5¾	War.....T60	Eng..	3	3.24	f-Pic...	f-Pic...	2	Sal.....E	¾F.	SB...	5.10	Spr...	Spr...	10	War...
Lincoln.....8	136	2990	32x5*	Own.....8	MD...	7-8	8¾	6¾	Own.....8	Eng..	3	....	m-Spi...	None...	2	Tim...Spec.	FF..	SB...	4.68	TT..	TT..	9⅝	Tim...
Locomobile.....J6	115	.....	30x5.77	Own.....J6	SP....	....	....	....	W-C....Spec.	Sep...	3	....	m-Spi...	m-Spi...	....	Ada...477-1	½F.	SB...	4.77	Spr...	Spr...	....	Ada...
Locomobile.....J8	124	.....	30x5.77	Own.....J8	SP....	....	....	....	W-C....Spec.	Sep...	3	....	m-Spi...	m-Spi...	1	Ada...Spec.	½F.	SB...	5.12	Spr...	Spr...	....	Ada...
Locomobile.....48	142	.....	35x5	Own.....48	MD...	6-6	11¼	8⅝	Own.....48	Sep...	4	....	m-Spi...	m-Spi...	1	Own.....48	FF..	SB...	3.50	RR...	TA...	9¾	Own...

ABBREVIATIONS:

‡‡—On Standard Phaeton Model
*—Balloon Tires at Extra Cost
A—Artillery
Ada—Adams
ARC—Archibald
B&B—Borg & Beck
B-L—Brown-Lipe
Bim—Bimel
BLC—Brown Lipe Chapin
B-Fw—Both Internal and External Four Wheels
BPS—Bevel, Pinion and Sector
Bud—Budd
Buf—Buffalo
Byn—Bynum
Cam—Campbell
CAS—CAS Products
Cl—Clincher
Cle—Cleveland
Cli—Climax
C&L—Cam and Lever
CM—Central Magazine
Co—Cone
Col—Columbia
D—Disk
Det—Detroit
DH—Direct Hydraulic
Dis—Disteel
Dit—Ditweiler
DM—Direct Mechanical
Dur—Durston
Eat—Eaton
El—Elliot
Eng—Unit with Engine
Ex-Dr—External Driveshaft
ExFw—External Four Wheels
ExRw—External Rear Wheel
f—Fabric
FE—Full Elliptic
FF—Full Floating
Fir—Firestone
Fli—Flint
Ful—Fuller
Gem—Gemmer
GC—Grease Cup
Har—Hartford
Hay—Hayes
HBD—Hoops Bros. & Darlington
Hoo—Hoosier
Hou—Houk
Hyd—Hydraulic
I—"I" Section
InFw—Internal Four Wheels
In-Rw—Internal Rear Wheels
Ind—Indestructible
Jac—Jacox
Jax—Jaxon
Kel—Kelsey
Lav—Lavine
Lon—Long
M—Metal
MD—Multiple Disk
M&E—Merchant & Evans
Mec—Mechanics
Mid—Midwest
MO—Multiple Disk in Oil
Mot—Motor Wheel
Mun—Muncie
Mut—Mutual

Chassis Specifications

For Body and Equipment Specifications see pages 356-357

BRAKES							FRONT AXLE				STEERING GEAR				SPRINGS				FRAME			RIMS		WHEELS		MAKE AND MODEL
Foot				Hand											Front		Rear									
Type and Location	Braking Area (Sq. In.)	Application	Optional Four Wheel Brakes ‡‡	Type and Location	Braking Area (Sq. In.)	Shackles Type	Make and Model	Axle Section Type	Transverse Inclination of Steering Pivots (Deg.)	Axle End Type	Make and Model	Type	No. of Rev. of Steering Gr. from Locked to Locked Positions of Road Wheels	Minimum Turning Circle Diameter (ft.)	Type	Length and Width (In.)	Type	Length and Width (In.)	Material	Make	Chassis Lubrication Type	Type ‡‡	Make ‡‡	Type ‡‡	Make ‡‡	
Ex-Rw...		DM...		In-Rw...		M.	Sal	I...			Lav	W&W.			½E.	39 x2¼	½E.	57½x2¼	PS..		PG.		Opt...	A..	Opt...	American D66
Ex-Rw.	148	DM...	DM...	Ex-Dr...	44	M.	Sal C	I...			Gem L	W&W.		20	½E.	37 x2	½E.	58 x2	PS..	Hyd..	PG.	SS..	Jax...	A..	Jax...	Anderson 41
Ex-Rw.	172	DM...	DM...	Ex-Dr...	44	M.	Sal A	I...			Gem L	W&W.		20	½E.	37 x2	½E.	58 x2	PS..	Hyd..	PG.	SS..	Fir...	A..	Byn...	Anderson 50
Ex-Rw.	218	DM...	DM...	In-Rw...		M.	Col 1100	I...		RE.	Lav	S&N.		40	½E.	34 x1¼	¾E.	48 x2	PS..	Det..	PG.	SS..	Opt...	O..	Opt...	Apperson 6
Ex-Rw.	218	DM...	None..	In-Rw...	179	M.	Own 8-25	I...		RE.	Own	W&W.		38	½E.	34 x1¼	¾E.	48 x2	PS..	Det..	PG.	SS..	Opt...	O..	Opt...	Apperson 8
						M.	Own 8	I...		EL.	Ros	C&L.			½E.		¾E.		PS.		PG.			D..		Apperson St. 8
Ex-Rw.		DM...	None..	In-Rw...		M.		I...							½E.		½E.		PS.		OC.	SS..		A..		Auburn 4
Ex-Rw.	132	DM...	DM...	Ex-Dr...	50	M.	Col 1114	I...			Jac	S&N			½E.	36 x2	½E.	57 x2	PS.	Smi..	OC	SS..	Fir...	A..	Opt...	Auburn 6-43
B-Fw.		DM...	Std...	Ex-Dr...		M.	Col	I...			Ros	C&L			½E.	36⅜x2	½E.	57 x2¼	PS.		PG.	SS..		A..		Auburn 8-88
Ex-Fw.	175	DM...	Std...	In-Rw...	138	M.	Col 1100	I...		RE	Jac L1A176	S&N			½E.	38 x2	½E.	56 x2	PS.	Sav...	PG		Fir...	A..	Bim...	Barley 6
Ex-Fw.	237	DM...	Std...	In-Rw...	98	M.	Own Std.	I...		RE.	Jac Spec.	S&N		39	½E.	36¼x2	C...	43 x2½	PS.	Smi..	PG.	SS..	Jax...	A..	Jax...	Buick Stand
Ex-Fw.	309	DM...	Std...	In-Rw...	131	M.	Own Mas.	I...		RE.	Jac Spec.	S&N		41	½E.	36⅞x2	C...	47⅝x2½	PS.	Smi..	PG.	SS..	Jax...	A..	Jax...	Buick Master
B-Fw.	491	DM...	Std...	In-Rw...	237	M.	Own V63	I...	2	RE.	Own V63	W&S.	2½	44	½E.	42 x2	P...	54 x2	PS.	Own..	PG.	SS..	Kel...	A..	Kel...	Cadillac V63
Ex-Rw.	240	DH..	DM...	Ex-Dr...	210	M.	Col 5002	I...	7	EL.	Jac. L2A189 Lav. 2101K	S&N..	2	50	½E.	39½x2	½E.	57 x2½	PS.	Own..	PG.	SS..	Fir...	A..		Case Y
Ex-Rw.	240	DM...	None..	In-Rw...	210	M.	Col 3031	I...		EL.	Jac L1A100	S&N..	2	48	½E.	39 x2	½E.	59½x2¼	PS.	Own..	PG.	SS..	Fir...	A..	Mut...	Case X
Ex-Fw.	282	DH..	None..	Ex-Dr...	210	M.	Col. 1600HL	I...		RE.	Lav 2101A	S&N..	2	45	½E.	39 x2	½E.	55 x2¼	PS.	Own..	PG.	SS..	Fir...	A..	Mut...	Case JIC
Ex-Fw.		DM...	None..	Ex-Dr...		M.	Own SS	I...		RE.	Own SS	W&W.		41	½E.	40 x2	½E.	53½x2¼	PS.	Own..	PG.	SS..		A..		Chandler SS
Ex-Rw.	100	DM...	None..	In-Rw...	71	M.	Own Sup.K	I...	0	EL.				19	½E.	36 x1¾	½E.	54 x1¾	PS.	Smi..	PG.	(CI. (SS.	Hay..	A..	Hay..	Chevrolet Super. K
Ex-Fw.	233	DH..	Std...	Ex-Dr...	41	M.	Own 6	T...	7	EL.	Gem 80	W&S.			½E.	35½x1¾	½E.	51½x2	PS.	Smi..	PG.	SS..	Mot..	A..	Mot..	Chrysler 6
Ex-Rw.		DM...	DM...	Ex-Dr...		M.	Own 31	I...		RE.	CAS	W&S.			½E.	32½x2	½E.	49 x2	PS.	P&B..	CM.	SS..		A..		Cleveland 31
Ex-Rw.	176	DM...	DM...	Ex-Dr...	45	M.	Own 43	I...	5	RE.	CAS 101K	W&S.	2¼	38	½E.	33½x2	½E.	53 x2	PS.	P&B..	CM.	SS..	Fir...	A..	Bim...	Cleveland 43
Ex-Rw.	240	DM...	None..	In-Rw...	210	M.	Col 5003	I...	2		Gem M	W&W.		45	½E.	39 x2½	½E.	57 x2¼	PS.	Hyd..	OC	SS..	Fir...	O..	Opt...	Cole Master
Ex-Rw.	276	DM...	DH..	In-Rw...	230	M.	Tim 1331	I...	6		Gem 80	W&W.	2	46	½E.	40 x2½	¾E.	62 x2½	PS.	P&B..	PG.	SS..	Fir...	O..	Opt...	Cunningham V6
Ex-Rw.	144	DM...	None..	Ex-Dr...	50	M.	Tim 1012	I...	2		Gem 75	W&S.			½E.	36 x2	½E.	52 x2	PS.	Par...	PG.	SS..	Fir...	D..	Ind...	Dagmar 6-60
Ex-Rw.	240	DM...	None..	In-Rw...	230	M.	Tim 1220	I...	2		Gem 80	W&S.	¾	69	½E.	36 x2	½E.	52 x2¼	PS.	Par...	PG.	SS..	Fir...	D..	Ind...	Dagmar 6-70
Ex-Fw.	302	DH..	None..	Ex-Dr...	57	M.	Tim 2013H	I...	1½	RE.	Ros C	C&L.			½E.	35 x2	½E.	52 x2	PS.	Smi..	OC.	SS..	Mot..	D..	Mot..	Davis 90
Ex-Fw.	302	DH..	None..	Ex-Dr...	57	M.	Tim. 2013H	I...	2½	RE.	Ros C	C&L.			½E.	35 x2	½E.	52 x2	PS.	Smi..	OC.	SS..	Mot..	D..	Mot..	Davis 91
Ex-Rw.	64	DM...	None..	In-Rw...	50	M.	Own 25	I...		RE.	Own 25	W&W.		44	½E.	37 x2	½E.	55 x2	PS.	Own..	PG.	SS..	Kel...	A..	Kel...	Dodge Brothers. 1925
Ex-Rw.		DM...	DM...	In-Rw...		M.	Tim 1320	I...	2½	EL.	Ros E	C&L.	2		½E.	38 x2	½E.	60 x2½	PS.	Smi..	PG.	SS..	Fir...	A..	Mut...	Dorris 6-80
In-Fw.	260	DH..	Std...	Ex-Dr...	34	M.	Own 6-8	T...	3	Sp..	Ros	C&L.	2	48	½E.	39 x2¼	½E.	59 x2½	PS.	Own..	PG	SS..	Fir...	W.	RW...	Duesenberg St.8
Ex-Fw.		DH..	Std...	Ex-Dr...		M.	Eat. A3-14	I...	7½		Jac L2A82	S&N..			½E.	39 x2	½E.	59 x2½	PS.	P&B..	PG.	SS..	Fir...	A..	StM...	Du Pont D
Ex-Rw.	150	DM...	DM...	In-Rw...	119	M.	Own A22	I...	3	RE.	Own A22	W&W.		18	½E.	34½x2	½E.	50½x2	PS.	Smi..	PG.	SS..	Hay..	A..	Hay..	Durant A22
Ex-Rw.	149	DM...	DM...	Ex-Dr...	49	M.	Sal C	I...	1½	EL.	Ros O	C&L.	2	32	½E.	31 x2	½E.	51 x2¼	PS.	P&B..	OC.	SS..	Fir...	A..		Elcar 4-40
Ex-Rw.	149	DM...	DM...	Ex-Dr...	49	M.	Sal C	I...	1½	EL.	Ros O	C&L.	2	32	½E.	31 x2	½E.	51 x2¼	PS.	P&B..	OC.	SS..	Fir...	A..		Elcar 6-50
Ex-Fw.	380	DH..	Std...	Ex-Dr...	50	M.	Sal A	I...			Ros E	C&L.	2	23	½E.	38 x2	½E.	58 x2½	PS.	P&B..	PG.	SS..	Fir...	D..	Ind...	Elcar 8-80
Ex-Rw.	105	DM...	None..	In-Rw...	136	M.	Own 6	I...		EL.	Own 6	W&W.	1½	29	½E.	36 x2	½E.	54½x2	PS.	Own..	OW.	SS..		A..		Essex 6
B-Fw.		DH..	Std...	Ex-Dr...		M.	Ada Spec.	I...		RE.	W-C Spec.	S&N			½E.	34½x2	½E.	50 x2	PS.	Own..	PG.	SS..	Hay..	D..		Flint 40
B-Fw.		DH..	Std...	In-Rw...		M.	Ada Spec.	I...		RE.	W-C Spec.	S&N			½E.	36⅜x2	½E.	55 x2¼	PS.	Own..	PG.	SS..	Hay..	A..	Hay..	Flint 55
Ex-Dr...		DM...	None..	In-Rw...		M.	Own T	I...	5½		Own T	Pla...	1	39	T½	31½x1½	T½	43½x2	PS..	Own..	GC.	Cl..	Var...	A..	Var...	Ford T
Ex-Dr...	84	DM...	None..	Ex-Rw...	147	M.	Own 11	T...	4	EL.	Own 11	W&W.	2½	39	FE.	36 x1¼	FE.	38 x1¾	Wd.	Own..	PG.	SS..	Cle...	A..	HBD..	Franklin 11
Ex-Rw.	136	DM...	None..	Ex-Dr...	36	M.	Fli 44DA	I...			Dit. TRC300	W&W.		36	½E.	35 x1¾	½E.	38 x1¾	PS.	Hyd..	PG.	SS..	Rub...	A..	Hay..	Gardner Series 5
Ex-Fw.		DH..	Std...	Ex-Dr...		M.		I...				W&W.			½E.	38 x2	½E.	58 x2¼	PS.		PG.	SS..		D..		Gardner 6
In-Fw.		DH..	Std...	Ex-Dr...		M.	Col	I...		EL.	Gem	W&S.			½E.	38 x2	½E.	58 x2¼	PS.	Hyd..	PG.			D..	Hay..	Gardner 8
In-Rw.	68	DM...	None..	Ex-Dr...	24	N..	Tim 0-100	I...	0	EL.	Own 0	W&W.	1½	38	¼E.	22½x2	¼E.	30 x2	PS.	Mid...	OC.	SS..	Kel...	A..	Kel...	Gray 0
In-Rw.	200	DM...	None..	In-Rw...	125	M.	Col 5028	I...			Gem M	W&W.		100	½E.	36 x2½	½E.	56 x2½	PS.	Hyd..	OC.			W.	Hou...	H.C.S. Series 6
Ex-Rw.	210	DM...	None..	In-Dr...		M.	Own 60	I...	1½	EL.	Jac 15A	S&N..	1¾	35	½E.	35½x2¼	½E.	54¼x2¼	PS.	P&B..	PG.	SS..	Fir...	D..	Ind...	Haynes 60
Ex-Rw.		DM...	None..	Ex-Dr...		M.	Tim 2160L	I...			Ros C	W&W.			½E.	36 x2	½E.	56 x2	PS.	P&B..	PG.		Fir...	D..		Hertz D1
Ex-Rw.	111	DM...	None..	In-Rw...	100	M.	Own S6	I...		EL.		W&W.	3½	37	½E.	39 x2¼	½E.	57⅝x2¼	PS.	Det..	OW.	SS..		A..		Hudson Super Six
Ex-Rw.	157	DM...	None..	In-Rw...	140	M.	Own R	I...	2½	EL.	Ros	C&L.	2¼	40	½E.	37⅝x2	½E.	56½x2	PS.	Smi..	PG.	SS..	Kel...	A..	Kel...	Hupmobile Series R
Ex-Fw.	282	DH..	Std...	Ex-Dr...	45	M.	Own E1	I...	9	RE.	Ros C	C&L.	2½	37	½E.	37½x2	½E.	56½x2	PS.	Smi..	PG.	SS..	Kel...	A..	Kel...	Hupmobile E1
Ex-Rw.	193	DM...	Dit...	Ex-Dr...	49	M.	Sal 1563E	I...	6	RE	Gem 75	W&S.	2	40	½E.	36 x2	½E.	54 x2	PS.	Mid...	PG	SS..	Jax...	A..	Mot..	Jewett 23-25
Ex-Fw.		DH..	Std...	Ex-Dr...		M.	Tim	I...	2½		Gem 80	W&W.		18	½E.	37 x2	½E.	55¾x2	PS.	P&B..	PG.	SS..	Fir...	A..	Mot..	Jordan K&L
Ex-Fw.		DH..	Std...	Ex-Dr...		M.	Tim	I...	2½		Gem 80	W&W.		20	½E.	37 x2	½E.	55¾x2	PS.	P&B..	PG.	SS..	Fir...	A..	Mot..	Jordan A
Ex-Rw.		DM...	DH..	Ex-Dr...		M.	Tim 1156	I...			Jac. L2A188	S&N..	2½	45	½E.	38 x2	½E.	56 x1⅞	PS..	Smi..	OC..			A..	Bim..	Kissel 55
Ex-Fw.		DH..	Std...	Ex-Dr...		M.	Tim 1156	I...			Ros C	C&L.			½E.	38 x2	½E.	56 x2¼	PS..	Smi..	PG.	SS..		A..		Kissel St. "75"
Ex-Rw.		DM...	None..	Ex-Dr...		M.	Sal C	I...		EL.	Ros C	C&L.		40	½E.	38 x2	½E.	56 x2	PS.	Hyd..	PG.	SS..	Kel...	A..	Kel...	Lexington Concord
Ex-Rw.		DM...	None..	Ex-Dr...		M.	Sal E	I...		EL.	Ros C	C&L.		42	½E.	38 x2	½E.	59 x2¼	PS.	Hyd..	PG.	SS..	Opt...	O..	Opt...	Lexington Min. Man
Ex-Rw.	272	DM...	None..	In-Rw...	204	M.	Tim Spec.	I...	2	EL.	Own 8	W&S.	2¼	42	½E.	39 x2¼	½E.	60 x2½	PS..	Own..	PG.	SS..	Kel...	A..	Kel...	Lincoln 8
-Fw....		DM...	Std...	Ex-Dr...		R.	Ada Spec.	I...		RE.	Ros	C&L.			½E.	36½x2	½E.	54½x2	PS..		PG.	SS..		A..		Locomobile J6
-Fw...	531	DM...	Std...	Ex-Dr...		R.	Ada Spec.	I...		RE.	Ros	C&L.			½E.	36½x2	½E.	54½x2	PS..		PG.	SS..		A..		Locomobile J8
B-Fw.	563	DM...	Std...	In-Rw...	144	M.	Own 48	I...	7½	RE.	Own 48	W&W.			½E.	40 x2	¾E.	50 x2¼	PS..		PG.	SS..	Fir...	A..	PJ...	Locomobile 48

NP—No Provision
North—Northway
OC—Oil Cups
OW—Oil Cup with Wick
O—Optional
Opt—Optional
PG—Pressure Gun
PJ—Phineas Jones
PS—Pressed Steel
P&B—Parish & Bingham
Par—Parish Corp
Pet—Peters
Pic—Pick
Pla—Planetary
P—Platform
Q—Special
R—Rubber
RA—Rear Axle
RE—Reverse Elliot
RR—Radius Rods
RW—Rudge Whitworth
Roc—Rockford
Ros—Ross
Rub—Rubsam
SB—Spiral Bevel
SO—Single Plate in Oil
SP—Single Dry Plate
Spec—Special
SS—Straight Side
S&N—Screw and Nut
Sal—Salisbury
Sav—Savage
Sep—Separate Unit
Smi—Smith
Sne—Snead
Spl—Spicer
Spr—Springs
Sta } Standard
Std }
St-M—St. Marys
Ste—Sterling
T—Tubular
TA—Torque Arm
TB—Straight Bevel
TT—Torque Tube
Tua—Tuarc
T½—½ Transverse
The—Thermoid
Thi—Thiemer
Tim—Timken
TX—Transverse Cross Elliptic
Uni—Universal
Var—Various
W—Wire
War—Warner Gear
W-C—Warner Corp.
Wd—Wood
W&S—Worm and Sector
W&W—Worm and Wheel
½ E—½ Elliptic
½ F—½ Floating
¾ F—¾ Floating

American Passenger Car Chassis

For Complete Engine Specifications see pages 362-363

MAKE AND MODEL	GENERAL			CLUTCH					GEARSET				UNIVERSAL		REAR AXLE									
							Facings						Front	Rear										
	Wheelbase (In.)	Chassis Weight (Lb.)	Tire Size ‡‡	Make and Model	Type	Number of Driving or Driven Disks	Maximum (In.)	Minimum (In.)	Make and Model	Location	Number of Forward Speeds	Low Gear Ratio ‡‡	Type and Make	Type and Make	Propeller Shaft Number of Pieces	Make and Model	Type	Final Drive	Gear Ratio ‡‡	Propulsion Taken By	Torque Taken By	Minimum Road Clearance	Differential Make
Marmon	136	.....	32x6.20	Own.....74	MD...	8-9	8½	6½	Own.....74	RA...	3	3.37	m-Spi...	None...	2	Own.....74	¾F.	SB...	4.10	TT...	TT...	8	Own..
Maxwell	109	1810	30x5.25	Own.....25	SP....	1-1	8⅝	5¾	Own.....25	Eng...	3	3.76	f-Own..	f-Own..	1	Own.....25	½F.	SB...	4.60	Spr...	Spr...	....	Own..
McFarlan	127	2800	32x4½	Lon.....10	MD...	2-2	7⅜	5¾	War.....NC4J	Eng...	3	3.11	None...	m-Uni...	1	Tim..5214H	½ F.	SB...	4.63	TA...	TA...	9½	Tim..
McFarlan	140	3500	33x5	M&E.....12F	MD...	2-3	11⅛	7⅛	B-L.....35	Sep...	3	3.30	f-Sne...	m-Pet..	1	Tim..5716H	FF.	SB...	3.53	Spr...	TA...	8½	Tim..
Mercer	132	.....	32x4½*	B-L.....	MD...	....	....	....	B-L.....	Eng...	3	....	m-Spi...	m-Spi...	....	Col...Spec.	½F.	SB...	.....	Spr...	Spr...	.....	.....
Moon.....Newport	115	.....	31x5.25	B&B.....142	SP....	2-1	9⅛	6¾	War.....T64J	Eng...	3	3.11	m-Spi...	m-Spi...	1	Tim..1512H	½F.	SB...	5.10	Spr...	Spr...	9	Tim..
Moon....Metropolitan	118	.....	31x5.25	B&B.....142	SP....	2-1	9⅛	6¾	War.....T64J	Eng...	3	3.11	m-Spi...	m-Spi...	1	Tim..1513H	½F.	SB...	5.10	Spr...	Spr...	9	Tim..
Moon.....London	128	.....	32x6.20	B&B.....161	SP....	2-1	9⅞	6¾	B-L.....2(	Eng...	3	3.24	m-Spi...	m-Spi...	1	Tim..5202H	½F.	SB...	5.90	Spr...	Spr...	9	Tim..
Moon.....Series A	113	.....	30x5.25	B&B.....601	SP....	2-1	9⅞	6¾	War.....T6E	Eng...	3	3.07	m-Spi...	m-Spi...	1	Tim..0630H	½F.	SB...	4.70	Spr...	Spr...	9	Tim..
Nash.....Advanced	121 127	.....	33x6.00	B&B....DX10	SP....	2-1	9⅞	6¾	Own.....Adv.	Eng...	3	3.25	m-Own..	m-Own..	1	Own...Adv.	½F.	SB...	4.50 4.10	Spr...	Spr...	8¾	Own..
Nash.....Special	112	.....	31x5.25	B&B.....10	SP....	2-1	9⅞	6¾	Own....Spec.	Eng...	3	3.25	m-Own..	m-Own..	1	Own...Spec.	½F.	SB...	4.88	Spr...	Spr...	8½	Own..
Oakland.....6-54	113	1865	31x4.95	Hoo.....Spec.	SP....	2-1	8⅞	5½	Mun...Spec.	Eng...	3	3.00	m-Mec..	m-Mec..	2	Own...6-54	½F.	TP...	4.70 5.10	Spr...	Spr...	9½	B-L..
Oldsmobile.....30	110	1846	31x4.95	B&B....1042	SP....	1-2	8⅞	6¼	Mun...5507C	Eng...	3	3.32	f-The...	f-The...	1	Own.....30	½F.	SB...	5.10	Spr...	Spr...	10	B-L..
Overland.....91&92	100 106	.....	30x3½*	Own.....91	SO....	2-1	8	....	Own.....91	Eng...	3	....	m-Own..	None...	2	Own.....91	¾F.	SB...	4.54	TT...	TT...	....	Own..
Overland.....93	112¾	.....	31x5.25	Own.....93	MD...	4-3	7	....	Own.....93	Eng...	3	....	m-Mec..	m-Mec..	2	Own.....93	½F.	SB...	5.11	Spr...	Spr...	....	Own..
Packard.....6	126 133	2695	33x4½ 33x5.77	Own.....8(	MD...	5-4	8	6	Own.....8(	Eng...	3	....	m-Spi...	m-Spi...	1	Own.....8(	½F.	SB...	4.66	Spr...	TA...	10	Own..
Packard.....8	136 143	3430	33x5 33x6.75	Own.....8E	MD...	5-4	8	6	Own.....8E	Eng...	3	....	m-Spi...	m-Spi...	1	Own.....8E	½F.	SB...	4.70	Spr...	TA...	10	Own..
Paige.....21-24	131	3000	33x6.75	Lon.....12	MD...	2-1	9⅜	7⅜	War....T-T(	Eng...	3	3.03	m-Mec..	m-Mec..	1	Tim..5310E	½F.	SB...	4.50	Spr...	Spr...	10	Tim..
Peerless.....70	126 133	2850	33x6.20	Own.....7(	MD...	5-5	8¾	6¼	Own.....7(	Eng...	3	3.33	m-Spi...	None...	1	Eat..3711E Tim.6214E	½F.	SB...	4.63	TT...	TA...	8½	Tim..
Peerless.....Equip.8	128½	.....	33x6.75	Own.....E8	MD...	5-5	8¾	6¼	Own.....E8	Eng...	3	3.33	m-Spi...	m-Spi...	....	Tim..5321E	½F.	SB...	4.50	TT...	TA...	9	Tim..
Pierce-Arrow.....33	138	3599	33x5	Own.....33	MD...	....	10½	....	Own.....33	Sep...	3	3.48	m-Spi...	m-Spi...	1	Own.....33	½F.	SB...	4.29	Spr...	TA...	9½	Own..
Pierce-Arrow.....80	130	2340	32x5.77	B&B.....12	SP....	2-1	11⅞	8¼	B-L.....Spec.	Eng...	3	3.33	m-Spi...	m-Spi...	1	Tim...Spec.	½F.	SB...	4.45	Spr...	TA...	9½	Tim..
Reo.....T6	120	2540	32x6.20	Own.....T(	MD...	7-(	6¾	5¼	Own.....T(	Sep...	3	3.08	f-Own..	f-Own..	1	Own....T(	½F.	SB...	4.70	Spr...	TA...	8	Own..
Revere.....M	131	.....	32x4½*	B-L.....	MD...	....	....	....	B-L.....	Eng...	4	....	m-Spi...	m-Spi...	1	Own.....M	½F.	SB...	3.50	Spr...	Spr...	....	Own..
Revere.....25	131	.....	32x6.20	Ful.....TUE	MD...	....	....	....	Ful.....TUE	Eng...	4	....	m-Spi...	m-Spi...	1	Col...52((	½F.	SB...	3.75	Spr...	Spr...	....	Col..
Rickenbacker.....D	117	.....	31x5.25	Own.....I	MO...	4-4	8	6	War.....T(4E	Eng...	3	3.11	m-Mec..	None...	1	Col....161E	½F.	SB...	4.63	Spr...	Spr...	9	B-L..
Rickenbacker.....8	117	.....	33x4½*	Own.....8	MO...	4-4	8	6	War.....T(4J	Eng...	3	3.11	m-Mec..	None...	1	Col...12(24	½F.	SB...	5.10	Spr...	Spr...	10	B-L..
Roamer.....4-75E	128	.....	32x4½	B-I.....3E	MD...	5-5	8¾	6¼	B-L.....4(3)	Eng...	4	3.29	f-M&E..	f-M&E..	....	Tim...5310	½F.	SB...	4.63	Spr...	Spr...	....	Tim..
Roamer.....6-54E	118	.....	32x4½	B&B....DX1(	SP....	2-1	9⅞	6¾	Ful.....TU5	Eng...	3	3.29	f-M&E..	f-M&E..	....	Tim...5310	½F.	SB...	4.45	Spr...	Spr...	....	Tim..
Rollin.....C	112	1770	31x5.20	B&B.....C(	SP....	1-1	8⅞	6¼	Mur...Spec.	Eng...	3	2.80	f-Own..	None...	2	Sal...Spec.	½F.	SB...	5.10	TT...	TT...	9	NP..
Rolls Royce.....40-50	143½	.....	33x5	Own...40-5(	Co....	1-1	14½	3¾	Own...40-5(	Sep...	4	....	m-Own..	None...	1	Own..40-5(	FF.	SB...	3.72	TT...	TT...	10	Own..
Star.....4	102	1105	30x3½*	Own.....4	SP....	1-(	10	....	Own.....4	Sep...	3	3.38	m-Spi...	m-Spi...	1	Own.....4	¾F.	SB...	4.87	Spr...	Spr...	9¾	Own..
Stearns-Knight.....C	121	2800	33x6.60	M&E.....1(	SP....	2-1	9¾	6¾	Own.....C	Eng...	3	3.01	f-Cli...	f-Cli...	1	Eat...35(E	½F.	SB...	5.30	Spr...	TA...	10	.....
Stearns-Knight.....S	130	3350	33x6.60	M&E.....12	SP....	2-1	11¾	8¾	Own.....S	Eng...	3	3.01	f-Cli...	f-Cli...	1	Sta....Spec.	½F.	SB...	4.90	Spr...	TA...	10	Own..
Stearns-Knight.....B	119	.....	33x4½*	Own.....4	MD...	7-	....	....	Own.....4	Eng...	3	....	f-Cli...	f-Cli...	....	Own.....4	½F.	SB...	4.50	Spr...	TA...	....	Own..
Sterling-Knight.....B6	125	2850	32x4½*	Ful.....F2	MD...	4-5	8	6	Ful.....F2	Eng...	3	3.40	f-Cli...	f-Cli...	1	Tim...5220	½F.	SB...	5.09	Spr...	Spr...	9½	Tim..
Stevens-Duryea.....C	138	.....	33x5*	B-I...50-3-8	MD...	7-8	8½	6¾	B-I...50-3-8	Eng...	3	4.01	m-Spi...	m-Spi...	1	Tim...5712	FF.	SB...	3.76	Spr...	TA...	10	Tim..
Studebaker.....Sta.6	113	.....	31x5.25	Own.....Sta.	SP....	2-1	10	7½	Own.....Sta.	Eng...	3	3.32	f-The...	f-The...	1	Own.....Sta.	½F.	SB...	4.18	Spr...	Spr...	....	Own..
Studebaker..Spec. Six	120	2595	32x6.20	Own.....Spec.	SP....	2-1	12	8¾	Own....Spec.	Eng...	3	3.24	m-Spi...	m-Spi...	1	Own...Spec.	½F.	SB...	4.36	Spr...	Spr...	....	Own..
Studebaker....Big Six	127	2660	34x7.30	Own.....Big	SP....	2-1	12	8¾	Own.....Big	Eng...	3	3.24	m-Spi...	m-Spi...	2	Own....Big	½F.	SB...	4.36	Spr...	Spr...	....	Own..
Stutz.....693-4	120	.....	32x4*	B&B.....	SP....	2-1	9¾	6¾	W-G....Spec.	Eng...	3	3.04	m-Mec..	m-Mec..	2	Tim...Spec.	½F.	SB...	4.90	Spr...	TA...	....	Tim..
Stutz.....695	130	.....	33x5*	B&B.....	SP....	2-1	9¾	6¾	W-G....Spec.	Eng...	3	3.04	m-Mec..	m-Mec..	2	Tim...Spec.	¾F.	SB...	4.90	TA...	TA...	....	Tim..
Velie.....60	118	.....	31x5.25	B&B...10KP	SP....	2-1	9⅞	6¾	Mun.....75	Eng...	3	2.80	m-Uni...	m-Uni...	2	Col...12018	½F.	SB...	5.10	Spr...	Spr...	9	B-L..
Westcott.....H44	120	2575	32x6.20	B&B....DX10	SP....	2-1	9⅞	6¾	War.....T64J	Eng...	3	3.11	m-Cle...	m-Cle....	1	Col...33000	½F.	SB...	4.90	Spr...	Spr...	9½	B-L..
Westcott.....H60	118	2450	32x6.20	M&E....10US	SP....	2-1	9⅞	6¾	War.....T64J	Eng...	3	3.11	m-Cle...	m-Cle...	1	Col...12000	½F.	SB...	4.63	Spr...	Spr...	9½	B-L..
Wills Ste. Claire **A&B68**	121 127	2220 2250	32x6.20	Own...A&B68	SP....	....	12	....	Own...A&B68	Eng...	3	3.02	m-Spi...	m-Spi...	1	Eat...Spec.	½F.	SB...	4.90	Spr...	Spr...	9¾	Eat..
Wills Ste. Claire...W6	128	2150	33x6.00	Own.....W6	SP....	....	12	....	Own.....W(	Eng...	3	4.41	m-Spi...	m-Spi...	1	Eat...Spec.	½F.	SB...	4.90	Spr...	Spr...	9¾	B-L..
Willys-Knight...64&7	118	.....	30x5.77	Own....64-7	MD...	6-5	7	....	Own....64-7	Eng...	3	....	f-Own..	f-Own..	1	Own...64-7	¾F.	SB...	5.12	Spr...	Spr...	....	Own..
Willys-Knight.....6	126	.....	32x6.20	Own.....6	MD...	8-7	7	....	Own.....6	Eng...	3	....	m-Mec..	m-Mec..	2	Own.....6	¾F.	SB...	5.11	Spr...	Spr...	....	Own..

ABBREVIATIONS:
‡‡—On Standard Phaeton Model
*—Balloon Tires at Extra Cost
A—Artillery
Ada—Adams
ARC—Archibald
B&B—Borg & Beck
B-L—Brown-Lipe
Bim—Bimel
BLC—Brown Lipe Chapin
B-Fw—Both Internal and External Four Wheels
BPS—Bevel, Pinion and Sector
Bud—Budd
Buf—Buffalo
Byn—Bynum
Cam—Campbell
CAS—CAS products
Cl—Clincher
Cle—Cleveland
Clt—Climax
C&L—Cam and Lever
CM—Central Magazine
Co—Cone
Col—Columbia
D—Disk
Det—Detroit
DH—Direct Hydraulic
Dis—Disteel
Dit—Ditweller
DM—Direct Mechanical
Dur—Durston
Eat—Eaton
El—Elliot
Eng—Unit with Engine
Ex-Dr—External Driveshaft
ExFw—External Four Wheels
ExRw—External Rear Wheel
f—Fabric
FE—Full Elliptic
FF—Full Floating
Fir—Firestone
Fli—Flint
Ful—Fuller
Gem—Gemmer
GC—Grease Cup
Har—Hartford
Hay—Hayes
HBD—Hoops Bros. & Darlington
Hoo—Hoosier
Hou—Houk
Hyd—Hydraulic
I—"I" Section
InFw—Internal Four Wheels
In-Rw—Internal Rear Wheels
Ind—Indestructible
Jac—Jacox
Jax—Jaxon
Kel—Kelsey
Lav—Lavine
Lon—Long
M—Metal
MD—Multiple Disk
M&E—Merchant & Evans
Mec—Mechanics
Mid—Midwest
MO—Multiple Disk in Oil
Mot—Motor Wheel
Mun—Muncie
Mut—Mutual

Specifications—Continued

For Body and Equipment Specifications see pages 356-357

BRAKES							FRONT AXLE				STEERING GEAR				SPRINGS				FRAME			RIMS		WHEELS		
Foot				Hand											Front		Rear									
Type and Location	Braking Area (Sq. In.)	Application	Optional Four Wheel Brakes ‡‡	Type and Location	Braking Area (Sq. In.)	Shackles Type	Make and Model	Axle Section Type	Transverse Inclination of Steering Pivots (Deg.)	Axle End Type	Make and Model	Type	No. of Rev. of Steering Gr. from Locked to Locked Positions of Road Wheels	Minimum Turning Circle Diameter	Type	Length and Width (In.)	Type	Length and Width (In.)	Material	Make	Chassis Lubrication Type	Type ‡‡	Make ‡‡	Type ‡‡	Make ‡‡	MAKE AND MODEL
Ex-Rw.	216	DM...	DM...	In-Rw...	144	M.	Own.....74	I..	2	LE..	Own.....74	S&N..	2¾	46	½E.	39 1/16x2	TX.	45 x2½	PS..	Own..	PG.	SS..	Fir...	A..	.....	Marmon.....74
Ex-Rw.	123	DM...	None	Ex-Dr...	49	M.	Own.....25	I..	2	EL.	Gem.....75	W&S..	2¼	32	½E.	36 x2	½E.	53 x2	PS..	Smi..	PG.	SS..	Hay..	A..	.....	Maxwell.....25
Ex-Fw.	288	DH..	Std...	Ex-Dr...	50	M.	Tim...2160H	I..	½	RE.	Ros.....E	C&L..	2	45	½E.	39 x2	½E.	58½x2¼	PS..	Hyd..	OC.	SS..	Fir...	A..	Bim...	McFarlan.....SV
Ex-Fw.	400	DH..	Std...	In-Rw...	237	M.	Tim...2335H	I..	½	RE.	Ros.....E	C&L..	2	40	½E.	40 x2¼	½E.	64 x2½	PS..	Hyd..	OC.	SS..	Fir...	A..	Bim...	McFarlan.....TV
In-Fw.		DM..	Std...	Ex-Dr...		M.		I..			Gem.....	W&W.			½E.		½E.		PS..		GC.	SS..	Opt..	O.	Opt..	Mercer.....6
Ex-Fw.	191	DH..	Std...	Ex-Dr...	48	M.	Tim...2012H	I..	2½	RE.	Ros.....C	C&L..	2¼	36	½E.	36 x2	½E.	54 x2	PS..	Mid...	GC.	SS..	Buf...	D..	Dis...	Moon.....Newport
Ex-Fw.		DH..	Std...	Ex-Dr...		M.	Tim...2012H	I..	2½	RE.	Ros.....C	C&L..	2¼	38	½E.	36 x2	½E.	54 x2	PS..	Mid...	OC.	SS..	Fir...	D..	Dis...	Moon....Metropolitan
Ex-Fw.	298	DH..	Std...	In-Rw.	168	M.	Tim...2160H	I..	2½	RE.	Ros.....C	C&L..	2¼	42	½E.	39 x2	½E.	54 x2	PS..	Mid...	OC.	SS..	Fir...	D..	Dis...	Moon.....London
Ex-Fw.	113	DH..	Std...	Ex-Dr ..	36	M.	Tim...2011H	I..	2½	RE	Ros.....O	C&L..	1¾	36	½E.	36 x2	½E.	54 x2	PS..	Mid ..	PG.	SS..	Buf...	D.	Dis...	Moon.....Series A
B-Fw.	354	DM..	Std...	Ex-Dr..	60	M.	Own....Adv.	I..	....	RE.	Gem.....	W&S.	.....	50	½E.	39½x2	½E.	56½x2½	PS..	Smi..	PG.	SS..	Bud ..	D	Bud..	Nash.....Advanced
B-Fw.	252	DM...	Std...	Ex-Dr...	48	M.	Own....Spec.	I..	....	RE.	Gem....Spec.	W&S.	.....	42	½E.	37½x2	½E.	53½x2	PS..	Smi..	PG.	SS..	.....	D..	Bud..	Nash.....Special
Ex-Fw.	165	DM...	Std...	Ex-Dr...	41	M.	Own....6-54	I..	7½	RE.	Jac.....A1	S&N..	1¾	20	½E.	36 x2	½E.	52½x2	PS..	Smi..	PG.	SS..	Fir...	D..	Mot..	Oakland.....6-54
Ex-Rw.	55	DM...	None..	Ex-Dr...	36	M.	Own.....30	I..	½	RE.	Mun..551400	W&W.	1½	39	½E.	35½x2	½E.	50¾x2	PS..	Smi..	PG.	SS..	Jax...	A..	Mot...	Oldsmobile.....30
Ex-Rw.	94	DM...	None..	In-Rw...	78	M.	Own.....91	I..	....	EL.	Own.....91	Pla..	.....	....	Q..	21 x2	Q..	25 x2	PS..	Own..	OC.	Cl.	.....	A..	.....	Overland.....91&92
Ex-Rw.	142	DM...	None..	Ex-Dr...	35	M.	Own.....93	I..	2	EL.	Own.....93	W&W.	.....	41	½E.	34¾x2	½E.	52 x2	PS..	Own..	PG.	SS..	.....	A..	.....	Overland.....93
In-Fw.	165	DM...	Std...	In-Rw...	137	M.	Own-.....S6	I..	2	....	Own.....S-6	S&N..	1⅝	42	½E.	38 x2	½E.	54 x2¼	PS..	Mid...	CM.	SS..	Fir...	A..	Mot..	Packard.....6
In-Fw.	200	DM...	Std...	In-Rw...	130	M.	Own-.....S8	I..	1	....	Own.....S-8	S&N..	2¼	44	½E.	38 x2	½E.	54 x2¼	PS..	Mid...	CM.	SS..	Dis...	D..	Mot..	Packard.....8
Ex-Rw.	318	DM...	DH..	Ex-Dr...	49	M.	Tim...2333H	I..	6	RE.	Gem.....80	W&S..	2	....	½E.	40 x2	½E.	61½x2½	PS..	Par..	PC.	SS..	Fir...	A..	Mo'..	Paige.....21-24
Ex-Fw.	288	DH..	Std...	In-Rw...	143	M.	Tim...2163H	I..	6	EL.	Gem.....80	W&S.	2¼	....	½E.	38 x2	½E.	54 x2¼	PS..	Hyd..	PC.	SS..	Kel...	A..	Kel...	Peerless.....70
Ex-Fw.	161	DH..	Std...	In-Rw...	110	M.	Tim...2330H	I..	6	EL.	Gem.....80	W&S..	2¼	22	½E.	41 x2¼	½E.	56 x2¼	PS..	Hyd..	PC.	SS..	Kel...	A..	Kel...	Peerless.....Equip.8
Ex-Rw.	332	DM...	DM...	In-Rw...	178	M.	Own.....33	I..	0	RE.	Own.....33	S&N..	2¾	45	½E.	40½x2	½E.	66¾x2¾	PS..	Par..	PC.	SS..	Fir...	A..	.....	Pierce-Arrow.....33
In-Fw.	232	DM...	Std...	In-Rw...	116	M.	Eat....Spec.	I..	0	RE.	Gem.....80	W&S..	2⅝	43	½E.	38 x2	½E.	56½x2¼	PS..	Par...	PC.	SS..	Rub...	A	.....	Pierce-Arrow.....80
Ex-Rw.	227	DM...	None..	In-Rw...	202	M.	Own.....T6	I..	1½	....	Own.....T-6	BPS..	1¾	43	½E.	38½x2	½E.	55½x2	PS..	Own..	PC.	SS..	Fir...	D..	Tua...	Reo.....T60
In-Rw.	....	DM...	None..	In-Rw...	....	M.	Own.....M	I..	....	....	Own.....M	W&W.	.....	....	½E.		½E.		PS..	....	PC.	SS..	Opt..	O.	Opt..	Revere.....M
In-Fw.	....	DM...	Std...	Ex-Dr...	....	M.	Col....52000	I..	0	....	Gem.....M	W&S.	.....	....	½E.	38 x2¼	½E.	56½x2½	PS..	Smi..	PG.	SS..	Fir...	S..	Smi..	Revere.....25
In-Fw.	215	DM...	Std...	Ex-Dr...	44	M.	Col....1612	I..	2½	RE.	Gem.....M	W&W.	3¼	39	½E.	36 x2	½E.	57 x2½	PS..	Mid...	PC.	SS..	Kel...	A.	Kel...	Rickenbacker.....D
In-Fw.	215	DM...	Std...	Ex-Dr...	44	M.	Col....1608	I..	2½	RE.	Gem.....M	W&W.	.....	39	½E.	37 x2	½E.	59 x2½	PS..	Mid...	PC.	SS..	Jax...	D.	Mot..	Rickenbacker.....8
Ex-Rw.	....	DM...	None	In-Rw...	....	M.	Tim....1220	I..	....	....	Jac..1-2-AB	S&N..	.....	....	½E.	39 x2	C...	55¾x2	PS..	P&B..	PC.	SS..	Opt..	O.	Opt..	Roamer.....6-54E
Ex-Rw.	243	DM...	None..	In-Rw.	184	M.	Tim....1220	I..	....	....	Jac..1-2-AB	S&N..	.....	....	½E.	39 x2	C...	55¾x2	PS..	P&B..	PC.	SS..	Fir...	D.	Tua..	Roamer.....4-75E
In-Fw.	146	DM...	Std...	In-Fw...	146	M.	Sal.....Spec.	I..	....	EL.	Ros.....Spec.	C&L..	1½	33	½E.	34½x1¼	T½.	46 x2¼	PS..	P&B..	PC.	SS..	Fir...	D.	Tua..	Rollin.....G
In-Rw.	....	DM...	None	In-Rw...	....	M.	Own...40-50	I..	....	....	Own...40-50	S&N..	.....	39	½E.	42 x2	Ca..	54½x2½	PS..	Own..	PC.	SS..	Spec.	W.	Spec.	Rolls-Royce.....40-50
Ex-Rw.	100	DM...	DM...	In-Rw...	71	M.	Own.....	I..	3	RE.	Own.....	W&W.	.....	....	½E.	33½x1¾	½E.	49½x1¾	PS..	P&B..	PC.	Cl.	Hay..	A..	Hay..	Star.....4
Ex-Rw.	200	DM...	DH..	In-Rw...	154	M.	Own.....	I..	2	....	Ros.....E	C&L..	2¼	42	½E.	40 x2½	C...	50 x2½	PS..	Mid...	PC.	SS..	Fir...	A..	Mut..	Stearns-Knight.....C
Ex-Rw.	230	DM...	DH..	In-Rw...	108	M.	Eat....12HB	I..	2	RE.	Ros.....E	C&L..	2¼	48	½E.	45 x2½	C...	50 x2½	PS..	Mid...	PC.	SS..	Fir...	A..	Mut..	Stearns-Knight.....S
Ex-Rw.	....	DM...	DH..	In-Rw...	....	M.	Own.....4	I..	....	....	Own.....4	W&W.	.....	....	FE..	40 x2½	C...	50 x2½	PS..	Hyd..	CC.	SS..	.....	A..	Mut..	Stearns-Knight.....B
Ex-Rw.	190	DM...	DH..	In-Rw...	150	R.	Tim....1160	I..	....	....	Ros.....C	C&L..	1⅝	40	½E.	38½x2	½E.	58 x2	PS..	Mid...	PC.	SS..	Hay..	A..	Hay..	Sterling-Knight....E6
Ex-Rw.	257	DM...		In-Rw...	233	M.	Tim....1322	I..	2	EL.	Ros.....R	C&L..	.....	....	½E.	40 x2	⅝E.	56½x2¼	PS..	P&B..	PC.	SS..	Fir...	A..	ARC..	Stevens-Duryea....G
Ex-Rw.	....	DM...	DH..	Ex-Dr...	....	M.	Own.....Std.	I..	....	EL.	Own....Std.	W&W.	.....	....	½E.	36½x2	½E.	50 x2	PS..	Own..	PC.	SS..	Kel...	A..	.....	Studebaker....Sta. 6
Ex-Rw.	....	DM...	DH..	In-Dr...	....	M.	Own....Spec.	I..	....	EL.	Own....Spec.	W&W.	10	....	½E.	38 x2	½E.	56 x2	PS..	Own..	PC.	SS..	Kel...	A..	.....	Studebaker..Spec. Six
Ex-Rw.	....	DM...	DH..	Ex-Dr...	....	M.	Own.....Big	I..	....	EL.	Own.....Big	W&W.	.....	....	½E.	38 x2	½E.	56 x2	PS..	Own..	PC.	SS..	Kel...	A..	.....	Studebaker....Big Six
Ex-Rw.	....	DM...	None..	In-Rw...	....	M.	Tim....Spec.	I..	....	EL.	Gem....Spec.	W&W.	.....	....	½E.	36 x2	½E.	62 x2¼	PS..	Smi..	PC.	SS..	Fir...	O.	.....	Stutz.....693-4
Ex-Rw.	....	DM...	DH..	In-Rw...	....	M.	Tim....Spec.	I..	....	EL.	Gem...Spec.	W&W.	.....	....	½E.	36 x2	½E.	62 x2¼	PS..	Smi..	PC.	SS..	Fir...	O.	.....	Stutz.....695
Ex-Fw.	274	DH..	Std...	Ex-Dr..	48	M.	Col.....1602	I..	2	RE.	Ros.....C	C&L..	2	38	½E.	36⅝x1¾	½E.	55 x2	PS..	Hyd..	PC.	SS..	Fir...	A..	Mut..	Velie.....60
Ex-Fw.	282	DH..	Std...	Ex-Dr...	89	M.	Col.....1600	I..	7	RE.	Gem.....80	W&W.	1¾	36	½E.	36 x2	½E.	57½x2	PS..	Hyd..	PG.	SS..	Fir...	D..	Mot..	Westcott.....F44
Ex-Fw.	282	DH..	Std...	Ex-Dr...	89	M.	Col....6-1600	I..	7	RE.	Gem.....80	W&W.	1¾	35	½E.	36 x2	½E.	56 x2	PS.	Hyd.	PG.	SS..	Fir...	D..	Mot..	Westcott.....H60
Ex-Fw.	326	DH..	Std...	Ex-Dr...	72	M.	Eat....Spec.	I..	2	(EL. (RE	Own.A&B-68	W&W.	2¼	23	½E.	38 x2	½E.	58 x2¼	PS..	Det..	PG.	SS..	Bud...	D..	Bud..	Wills Ste. Claire A&B68
Ex-Fw.	326	DH.	Std...	Ex-Dr...	72	M.	Eat....Spec.	I..	2	EL.	Own....W-6	W&W.	2	23	½E.	38 x2	½E.	58 x2¼	PS..	Det..	PG.	SS..	Bud...	D..	Bud..	Wills Ste. Claire...W6
Ex-Rw.	147	DM..	None..	In-Rw...	147	M.	Own....64-7	I..	2	RE.	Own....64-7	W&W.	.....	42	½E.	36⅝x2	½E.	55 x2¼	PS.	Own..	PG.	SS..	.....	A..	.....	Willys-Knight...64&7
B-Fw.	280	DM...	Std...	In-Rw...	161	M.	Own.....6	I..	2	RE	Own.....6	W&S.	.....	49	½E.	37 x2¼	½E.	57 x2¼	PS.	Own..	PG.	SS..	.....	A..	.....	Willys-Knight.....6

KP—No Provision
North—Northway
OC—Oil Cups
OW—Oil Cup with Wick
O—Optional
Opt—Optional
PG—Pressure Gun
PJ—Phineas Jones
PS—Pressed Steel
P&B—Parish & Bingham
Par—Parish Corp
Pet—Peters
Pic—Pick

Pla—Planetary
P—Platform
Q—Special
R—Rubber
RA—Rear Axle
RE—Reverse Elliot
RR—Radius Rods
RW—Rudge Whitworth
Roc—Rockford
Ros—Ross
Rub—Rubsam
SB—Spiral Bevel
SO—Single Plate in Oil

SP—Single Dry Plate
Spec—Special
SS—Straight Side
S&N—Screw and Nut
Sal—Salisbury
Sav—Savage
Sep—Separate Unit
Smi—Smith
Sne—Snead
Spi—Spicer
Spr—Springs
Stn, **Std**—Standard

St-M—St. Marys
Ste—Sterling
T—Tubular
TA—Torque Arm
T—Straight Bevel
TT—Torque Tube
Tua—Tuare
T½—½ Transverse
The—Thermoid
Thi—Thiemer
Tim—Timken

TX—Transmission Cross Elliptic
Uni—Universal
Var—Various
W—Wire
War—Warner Gear
W-C—Warner Corp
Wd—Wood
W&S—Worm and Sector
W&W—Worm and Wheel
½ E—½ Elliptic
½ F—½ Floating
¾ F—¾ Floating

American Passenger Car

For Detailed Chassis and Body Specifications see pages 356-361

| MAKE AND MODEL | ENGINE | | |

Engine Specifications

For Detailed Body Specifications see pages 356-357

ENGINE														COOLING SYSTEM					FUEL SYSTEM							ELECTRICAL SYSTEM															MAKE AND MODEL
Number	Crankshaft Main Bearing Front Diameter and Length (In.)	Crankshaft Main Bearing Rear Diameter and Length (In.)	Oiling System Type	Oiling System Pump Type	Water Circulation Type	Water Circulation Pump Type	Radiator Make	Radiator Core Type	Radiator Shell Material	Carburetor Make	Carburetor Model	Air Cleaner Size (In.)	Air Cleaner Type	Air Cleaner Make	Fuel Feed	Ignition System Make	Ignition System Model	Ignition System Current Source	Ignition System Spark Control	Generator and Starter Make	Generator and Starter Generator Model	Generator and Starter Starter Model	Starter Engagement	Battery Make	Battery Voltage and Amp. Hours Capacity	
7	2.12x2.37	2.12x2.81	Pr Cs.	Ge..	Pu..	Cent..	.....	Ri C..	CA.	Str...	.....	1¼	None..	None..	Vac..	AK...	.....	B.	SA..	G&D..	.....	.....	Ben..	Wil...	6-96	American.....D66
4	2.00x1.50	2.00x2.12	Pr Cs.	Ge..	Pu..	Cent..	Fed..	Ri C..	GS..	Zen...	T4X...	1	None..	None..	Vac..	Wes...	.....	B.	Ha..	Wes...	35AT1.	206,651	Ben..	Wil...	6-111	Anderson 41
4	2.25x2.34	2.25x2.81	Pr Cs.	Ge..	Pu..	Cent..	Fed..	Ri C..	GS..	Zen...	U-S-L..	1¼	None..	None..	Vac..	Rem..	50	B.	Ha..	Rem...	618B...	708A...	Ben..	Wil...	6-111	Anderson.....50
4	2.00x2.18	2.00x3.00	Fl Pr..	Ge..	TS..	None	Own..	F&T..	PS..	Str...	R1.....	1¼	None..	None..	Vac..	Rem..	626	B.	Ha..	Rem...	917W...	720H...	Ben..	Pre...	6-112	Apperson.....6
3	2.00x2.81	2.00x3.50	Pr Cs.	Ge..	TS..	None	Own..	F&T..	PS..	Sch...	SX11..	1⅜	None..	None..	Vac..	Rem..	367C...	B.	Ha..	Bu...	M1729..	M1378..	Ben..	Pre...	6-112	Apperson.....V8
5	2.37x2.68	2.37x2.68	Pr Cs.	Ge..	Pu..	Cent..	Own..	F&T..	PS..	Sch...	S.....	1½	None	None	Vac..	Rem...	.....	B.	Ha..	Rem...	617W...	720J....	Pen..	Pre...	6-112	Apperson.St Away 8
5	2.12x2.62	2.12x2.62	Pr Cs.	Ge..	TS..	None..	.....	Ri C..	PS..	.....	.....	.....	None	None..	Vac..	Rem...	.....	B.	Ha..	Rem...	.....	.....	Pen..	Exi...	6-	Auburn.....4
4	2.00x1.50	2.00x2.12	Pr Cs.	Ge..	Pu..	Cent..	Jam...	Ri C..	PS..	Str...	OE....	1	None	None..	Vac..	Rem...	360N...	B.	Ha..	Rem...	922A...	720J....	Pen..	Exi...	6-90	Auburn.....43
5	2.37x2.68	2.37x2.68	Pr Cs.	Ge..	Pu..	Cent..	.....	.....	.....	.....	.....	.....	None	None..	Vac..	Rem...	.....	B.	Ha..	.....	.....	.....	Pen..	.....	.....	Auburn.....6-88
4	2.00x1.50	2.00x2.12	Pr Cs.	Ge..	Pu..	Cent..	Mod..	Ri C..	PS..	Str...	O1.....	1	None	None	Vac..	Del...	483	B.	Ha..	Del...	257	840	Pen..	Pre...	6-80	Parley.....6-50
4	2.12x2.28	2.12x2.59	Pr Cs.	Ge..	Pu..	Cent..	Har..	Ri C..	PS..	Mar..	T3S...	1⅛	None	None	Vac..	Del...	Spec...	B.	Ha..	Del...	283	283	SC...	Exi...	6-80	Buick.....Standard
4	2.37x2.62	2.37x2.78	Pr Cs.	Ge..	Pu..	Cent..	Har..	Ri C..	PS..	Mar..	T4S...	1½	None	None	Vac..	Del...	Spec...	B.	Ha..	Del...	268	268	SC...	Exi...	6-105	Buick.....Master
3	2.37x2.81	2.37x4.00	Pr Cs.	Ge..	Pu..	Cent..	Own..	F&T..	PS..	Own..	V63....	2	None	None..	Pra...	Del...	Spec...	B.	Au..	Del...	98	98	SC...	Exi...	6-120	Cadillac.....V63
4	2.37x2.41	2.37x3.00	Pr Cs.	Ge..	Pu..	Cent..	Own..	F&T..	PS..	Sch...	.....	1½	None..	None	Vac..	Del...	5208	B.	SA..	Del...	258	200	Pen..	Wil...	6-135	Case.....Y
4	2.25x2.34	2.25x2.81	Pr Cs.	Ge..	Pu..	Cent..	Own..	F&T..	PS..	Ray...	St?....	1½	None..	None	Vac..	Del...	5256	B.	Ha..	Del...	258	181	Pen..	Wil...	6-118	Case.....X
4	2.25x2.34	2.25x2.81	Pr Cs.	Ge..	Pu..	Cent..	Own..	F&T..	PS..	Sch...	SX42..	1½	None..	None	Vac..	Del...	5256	B.	SA..	Del...	258	181	Pen..	Wil...	6-118	Case.....J-1-C
4	2.40x2.62	2.50x3.25	Pr Cs.	Ge..	Pu..	Cent..	Own..	Ri C..	PS..	Sch...	Spec...	1¼	None	None..	Vac..	A-B..	T6158.	B.	SA..	A-B...	T1C23..	T625....	Pen..	Pre...	6-105	Chandler.....SS
3	1.37x2.31	1.75x2.68	Sp Pr.	Ge..	Pu..	Cent..	Har..	Ri C..	PS..	(Car.. (Zen...	Spec...	1	None..	None..	Vac..	Rem...	Spec...	B.	Ha..	Rem...	Spec...	Spec...	Pen..	Var..	6-90	Chevrolet Superior K
7	1.87x1.87	1.87x2.43	Pr Cs.	Ge..	Pu..	Cent..	Fed..	ATC..	PS..	B&B..	SV2CC.	1¼	Cent..	UMC.	Vac..	Rem...	62CA...	B.	SA..	Rem...	617T....	722B...	Pen..	Wes...	6-105	Chrysler.....Six
3	2.81x2.12	2.00x2.75	Pr Cs.	Ge..	Pu..	Cent..	Own..	Ri C..	PS.	Jch...	Spec...	1	None..	None..	Vac..	A-B..	T4220..	B.	Au..	A-B...	1C60	655	Pen..	Pre...	6-80	Cleveland.....“31”
3	2.21x2.65	2.28x3.12	Pr Cs.	Ge..	Pu..	Cent..	Own..	Ri C..	PS.	Sch...	Si.....	1	None..	None..	Vac..	A-B..	T4220..	B.	Au..	A-B...	1052	943	Pen..	Pre...	6-80	Cleveland.....“43”
3	2.00x3.00	2.12x3.72	Pr Cs.	Ge..	Pu..	Cent..	Fed..	Ri C..	PS.	Jch...	A.....	1½	None..	None..	Vac..	Del...	Spec...	B.	SA..	Del...	153	72	Pen..	Wil...	6-125	Cole.....1924
3	2.75x3.00	2.75x3.93	Fl Pr..	Ge..	Pu..	Cent..	G&O..	Ri C..	GS..	Str...	O3.....	1½	None..	None..	Vac..	Del...	5218	B.	SA..	Del...	255	183	Pen..	Wil...	6-120	Cunningham.....“V-C”
4	2.25x2.34	2.25x2.81	Pr Cs.	Ge..	Pu..	Cent..	Bush..	F&T..	Ca..	Sch...	SX86..	1½	None..	None..	Vac..	Del...	550	B.	Ha..	Del...	258	181	Pen..	Pre...	6-125	Dagmar.....6-60
4	2.37x2.34	2.37x3.00	Pr Cs.	Ge..	Pu..	Cent..	Bush..	F&T..	SB..	Sch...	SX85..	1½	None..	None..	Vac..	Del...	564	B.	Ha..	Del...	258	200	Pen..	Pre...	6-135	Dagmar.....6-70
4	2.00x1.50	2.00x2.12	Pr Cs.	Ge..	Pu..	Cent..	Jam..	Ri C..	PS.	Str...	CE1..	1	None..	None..	Vac..	Del...	257	B.	Ha..	Del...	257	240	Pen..	Wil...	6-60	Davis.....90
4	2.25x2.34	2.25x2.81	Pr Cs.	Ge..	Pu..	Cent..	Jam..	Ri C..	PS.	Str...	OE2..	1¼	None..	None..	Vac..	Del...	258	B.	Ha..	Del...	258	181	Pen..	Wil...	6-80	Davis.....91
3	1.87x2.45	1.87x2.58	Ci Sp.	Ec..	Pu..	Cent..	McC..	F&T..	PS.	Ste...	25	1	None..	None..	Vac..	N-F..	C-10004	E.	Ha..	N-F..	38C4	38C4	Cha...	Wil... (Exi...	12-50	Dodge.....“25”
7	2.25x2.00	2.25x2.50	Fl Pr..	Ge..	Pu..	Vane..	Mod..	ATC..	PS.	Str...	03	1½	None..	None..	Vac..	Pes...	ATC..	M.	Pa..	Pes...	1223	West 751	Pen..	Wil...	6-139	Dorris.....6-80
3	2.37x2.24	2.37x2.93	Pr Cs.	Ge..	Pu..	Vane..	USC..	ATC..	CA.	Str...	03	1½	None..	None..	Vac..	Del...	2125	B.	SA..	Del...	242	200	Pen..	Wil...	6-119	Duesenberg..8“A”
3	2.50x2.34	2.50x2.75	Pr Cs.	Ge..	Pu..	Cent..	Har..	Ri C..	PS.	Sch...	S.....	1½	None..	None..	Vac..	Pes...	T-M662	B.	Pa..	Pes...	1047	920	Pen..	Wes...	6-113	Du Pont.....“D”
3	.....	.....	Pr Cs.	Ge..	Pu..	Cent..	Own..	Ri C..	PS.	Til...	L1A...	1	None..	None..	Vac..	A-L..	Spec...	B.	Ha..	A-L..	Spec....	Spec....	Pen..	USL..	6-92	Durant.....4
5	2.12x2.62	2.12x2.62	Pr Cs.	Ge..	TS..	None..	Jam..	Ri C..	PS.	Zen...	T4X...	1	None..	None..	Vac..	A-L..	Spec...	B.	SA..	A-L..	CJ4101..	MN4004	Pen..	Wil...	6-90	Flear.....4-40
4	2.00x1.50	2.00x2.12	Pr Cs.	Ge..	Pu..	Cent..	Jam..	Ri C..	PS.	Zen...	T4X...	1	None..	None..	Vac..	A-L..	CJ167.	B.	SA..	A-L..	CJ4102..	MC4002	Pen..	Wil...	6-90	Flear.....6-50
5	2.37x2.68	2.37x2.68	Pr Cs.	Ge..	Pu..	Cent..	Jam..	Ri C..	SB.	Str...	OX2...	1½	None..	None..	Vac..	Del...	Spec...	B.	SA..	Del...	256	240	Pen..	Wil...	6-100	Flint.....8-80
3	2.21x1.56	2.28x1.75	Ci Sp.	Pi..	TS..	None..	Har..	F&T..	PS.	Det..	Spec...	1	None..	None..	Vac..	A-B..	T.....	B.	Au..	A-B..	1C43	948	Pen..	Pre...	6-105	Essex.....6
4	2.00x1.50	2.00x2.24	Pr Cs.	Ge..	Pu..	Cent..	Own..	Ri C..	PS.	Til...	OA1A..	1	None..	None..	Vac..	A-L..	Spec...	B.	Ha..	A-L..	Spec....	Spec....	Pen..	USL..	6-92	Flint.....40
3	2.00x2.26	2.00x2.62	Pr Cs.	Ge..	Pu..	Cent..	Fed..	Ri C..	PS.	Str...	Ox2....	1¼	None..	None..	Vac..	DeJ...	Spec...	B	Pa..	DeJ...	Da4C01..	Sa4C01..	Pen..	USL..	6-117	Flint.....55
3	1.24x2.00	1.24x3.12	Splash.	No..	TS..	None..	Own..	F&T..	PS..	(Own.. (Kin..	Spec...	1	None..	None..	Gra..	Own..	T.....	K.	Ha..	Own..	T.....	T.....	Pen..	Own..	6-80	Ford.....T
7	2.00x2.37	2.00x2.62	Pr Cs.	Ge.	Air..	Air..	None..	None..	No..	Str...	Spec...	1	Cent..	Unit..	Vac..	Dyn..	Spec...	B.	Au..	Dyn..	Spec....	Spec....	Pen..	Wil...	6-146	Franklin.....11
5	2.12x2.62	2.12x2.62	Pr Cs.	Ge..	TS..	None..	Fed..	Ri C..	PS.	Zen...	T4X...	1	None..	None..	Vac..	Wes...	288,761	B.	Ha..	Wes...	331,328	297,903	Pen..	Wil...	6-94	Gardner.....4
4	.....	.....	Pr Cs	Ge..	Pu.	Cent..	Fed..	Ri C..	PS.	Sch...	Spec...	....	None..	None..	Vac.	Rem...	.....	B.	Ha..	Rem...	.....	.....	Pen..	Pre...	6-	Gardner.....6
5	2.37x2.68	2.37x2.68	Pr Cs.	Ge..	Pu.	Cent..	Fed..	Ri C..	PS.	Sch...	Spec...	....	None..	None..	Vac.	Rem...	Spec...	P.	SA..	Rem...	Spec...	Spec...	Pen..	Pre...	6-	Gardner.....8
3	1.50x1.75	1.50x2.62	Splash	....	TS..	None..	Cor...	Ri C..	PS.	Sco...	.....	1	None..	None..	Vac.	Wes...	(SC203, (015	B.	Ha..	Wes...	331,275	331,275	Pen..	USL..	6-84	Gray.....9
3	2.37x3.31	2.33x3.62	Sp Pr.	Ge..	Pu..	Cent..	Har...	Ri C..	PS.	Ray...	(405-3 (KS	1¼	None..	None..	Vac..	Kin..	.....	B.	Ha..	L-N...	504G....	477N...	Pen..	Wil...	6-125	Haynes.....60
3	2.50x2.50	2.50x2.75	Fl Pr..	Ge..	Pu..	Cent..	Fed..	Ri C..	SB.	Str...	O3.....	1½	None..	None..	Pre...	Del...	5259	B.	Au..	Del...	258	185	Pen..	Wil...	6-117	H C S 6
4	2.00x1.50	2.00x2.12	Pr Cs	Ge..	Pu..	Cent..	Lon...	F&T..	PS.	Zen...	T4X...	1	None..	None..	Vac.	Del...	.....	P.	Au..	Del...	.....	.....	Pen..	Ves...	6-	Hertz.....D1
4	2.25x2.37	2.68x3.12	Ci Sp.	Pi.	Pu.	Cent..	Har..	F&T..	PS.	Det..	Spec...	1½	None..	None..	Vac.	A-B..	T6, 100	P.	SA..	A-B...	952	926	SC...	Pre...	6-120	Hudson.....6
3	2.12x1.75	2.00x3.00	Pr Cs.	Ge	TS..	None.	McC.	Ri C..	PS.	Str...	M.....	1	None..	None..	Vac.	Wes...	JM....	P.	Pa.	Wes...	20DT...	22AP..	Pen..	Wil...	6-100	Hupmobile.....P-14
5	2.59x1.84	2.62x2.56	Pr Cs.	Ge..	Pu..	Cent..	McC..	Ri C..	PS.	Str...	OX2....	1¼	None	None..	Vac..	A-K..	RA....	B.	SA.	Wes...	36GT...	59AC..	Pen..	Wil...	6-153	Hupmobile.....E-1
3	2.39x2.74	2.35x2.75	Pr Cs.	Ge..	Pu..	Vane..	Nat..	Ri C..	PS.	Str...	OX2....	1½	None..	None..	Vac.	A-K..	LA....	B.	SA.	Rem...	917U...	712C...	Pen..	Wes...	6-115	Jewett.....23-25
5	2.37x1.50	2.37x2.50	Pr Cs	Ge..	Pu..	Cent..	Cle..	Ri C..	PS.	Str...	OX2....	1½	Cent..	Unit..	Vac.	Pes...	Spec...	B.	SA.	Pes...	.....	.....	Pen..	Wil...	6-133	Jordan.....A
4	2.25x2.37	2.50x3.00	Pr Cs.	Ge..	Pu..	Cent..	Cle..	Ri C..	PS.	Str...	O2.....	1¼	None..	None..	Vac..	Del...	Spec...	B.	SA.	Del...	234	238	Pen..	Wil...	6-[illegible]	Jordan.....Ker L
3	2.48x2.15	2.48x2.84	Sp Pr	Ge..	Pu..	Cent..	S-W..	Ri C..	SB.	Str...	OS2....	1½	None..	None..	Vac..	Rem...	912B...	B	Ha..	Rem...	912B...	720D...	Pen..	Wil...	6-111	Kissel.....55
5	2.37x2.68	2.37x2.68	Pr Cs.	Ge..	Pu..	Cent..	S-W..	Ri C..	SB.	Sch...	Spec...	1½	Cent..	.....	Vac.	Rem...	.....	B.	Ha..	Rem...	.....	.....	Pen..	Wil...	6-	Kissel.....75
3	1.75x2.50	2.37x3.37	Fl Pr..	Ge..	Pu..	Cent..	Har...	ATC..	PS.	Ray...	.....	1¼	None..	None..	Vac..	Con...	.....	B.	Ha..	A-B...	.....	.....	Pen..	Wil...	6-100	Lexington..Concord
3	1.75x2.50	2.37x3.37	Fl Pr..	Ge..	Pu..	Cent..	Har..	ATC..	PS.	Ray...	MR4....	1½	None..	None..	Vac.	Con...	.....	B	SA.	A-B...	.....	.....	Pen..	Wil...	6-100	Lexington..Min Man
5	2.00x2.75	2.00x3.50	Pr Cs	Ge.	Pu.	Cent..	Own.	F&T..	PS.	Str...	O3.....	1½	None..	None..	Vac.	Del...	5226	B	SA.	Del...	193	193	SC...	Exi...	6-135	Lincoln.....A
4	2.00x1.50	2.00x2.34	Pr Cs	Ge.	Pu.	Cent..	Own.	Ri C..	PS.	Car...	Spec...	1½	None..	None..	Vac.	DeJ...	Spec...	B.	Ha.	DeJ...	Spec...	Spec...	Pen.	Opt.	6-92	Locomobile.....J6
5	.....	.....	Pr Cs	Ge.	Pu.	Cent..	Own.	Ri C..	PS.	Str...	OX2....	1¼	None..	None..	Vac.	DeJ...	Spec...	B.	Ha.	DeJ...	DA-147	SA4C01..	Pen.	Opt.	6-92	Locomobile.....J8
7	2.50x2.68	2.50x3.18	Fl Pr..	Ge..	Pu..	Cent..	G&O..	Ri C..	GS.	B&B.	Spec...	1¼	None..	None..	Pre...	Del...	Spec...	B.	SA.	Wes...	355, 737	366, 026	.....	Pre...	12-105	Locomobile.....48
3	2.74x2.25	2.74x3.75	Fl Pr..	Ge..	Pu..	Cent..	Fed..	Ri C..	PS.	Str...	O3.....	1½	None	None..	Vac..	Del...	Spec...	B.	SA.	Del...	253	254	SG...	Pre...	6-170	Marmon.....74
3	1.87x2.81	1.87x2.81	Pr Cs.	Va..	TS..	None..	Own..	F&T..	PS.	Ste...	Spec...	1	None	None..	Vac.	Rem...	369C...	B.	SA.	Rem...	4914-1A.	712A...	Ben..	Wes...	6-106	Maxwell.....25C
3	2.50x2.34	2.50x2.75	Pr Cs.	Ge..	Pu..	Cent..	G&O..	Ri C..	SB.	Ray...	G4P...	1½	None	None..	Vac..	Wes...	JN....	B.	Ha.	Wes...	56A7...	711	Ben..	Wil...	6-100	McFarlan.....SV

Lon—Long
Lyc—Lycoming
m—metal
M—Magneto
Mar—Marvel
McC—McCord
Mod—Modine
MOR—Morse
Nat—National
N-E—North-East
Nic—Nickel
Non—None

O&D—Owen Dyneto
Opt—Optional
Pre—Presto-Lite
Pis } Piston
Pi }
PrCs—Pressure to all crankshaft and connecting rod bearings, splash to other parts
Prot—Protectometer
PS—Pressed Steel
Pu—Pump
RA—Rear Axle
RAM—Ramsey

Ray—Rayfield
Rem—Remy
RiC—Ribbon Cellular
S—Sleeve Type
S-A—Semi-Automatic
SB—Spiral Bevel (*Final Drive*)
SB—Sheet Brass (*Radiator*)
Sch—Schebler
Sco—Scoe
Sep—Separate
SG—Sliding Gear
Spe } Special
Spec }

SpPr—Pressure to main crankshaft bearings only, splash to connecting rods and other parts.
St—Steel
Ste—Stewart
SS—Semi Steel
S-W—Sparks-Withington
Str—Stromberg
T—Valves opposite
Til—Tillotson
TS—Thermo-Siphon
Tun—Tungsten

Unit—United
USC—U. S. Cartridge
V—Vertical
Vac—Vacuum
Va—Vane
Var—Variable
Ves—Vesta
Wag—Wagner
Wes—Westinghouse
Wil—Willard
Wis—Wisconsin
WHI—Whitney

American Passenger Car Engine

For Detailed Chassis Specifications see pages 358-361

ENGINE

MAKE AND MODEL	Make and Model	No. of Cyls. Bore and Stroke (In.)	Rating: Horse Power (N.A.C.C.)	Rating: Piston Displacement (Cu. In.)	Rating: Compression Ratio	Rating: Max. Brake H.P. at Specified R.P.M	Type	Point Suspension	Cylinder Head Type and No. Cast in One Piece	Crankcase: Integral With Cylinders	Crankcase: Materials: Upper Half	Crankcase: Materials: Lower Half	Valves: Arrangement	Valves: Head Material	Front End Drive: Type	Front End Drive: Make of Chain or Location of Non-Metallic Gear	Pistons: Material	Pistons: Length (In.)	Pistons: Weight (Compl. Oz.)	Pistons: Distance from Pin Center to Top of Head	Pistons: Number of Rings and Number Above Pin	Piston Pins: Diameter and Length (In.)	Piston Pins: Bearing In	Connecting Rods: Material	Connecting Rods: Center to Center Length (In.)	Connecting Rods: Weight (Compl. Oz.)	Crank-shaft: Offset?	Crank-shaft: Counterbalances Used?	Crank-shaft: Crankpin Diameter and Length (In.)
McFarlan	TV	6-4½x6	48.60	572.5	4.3	120-2400	V.	4	D-3.	Sep.	Al..	Al..	T.	CI..	He..	Non..	Al..	6.18	48	3.06	3-3	1.25x3.93	Rod...	Spe...	12.00	92	No..	No..	
Mercer	6	6-3¾x5	33.75	331.4	4.7	90-3000	V.	3	D-6.	Sep.	Al..	Al..	I.	Tun...	He..	Idl...	Al...				3-3				10.00		No..	No..	2.25x2.50
Moon	Newport	6-3½x4¼	23.44	195.6	4.6	49-2500	V.	3	D-6.	Int..	Ir...	PS..	L.	Nic...	Ch..	MOR.	CI.	4.06	27	....	3-3	.87x1.06	Rod...	Car...	8.25	32	No..	No..	2.00x1.37
Moon	Metropol.	7C 6-3¼x4½	25.35	224.0	4.6	.....	V.	3	D-6	Int..	Ir..	PS..	L.	Nic...	Ch..	MOR	CI.				3-3	.87x1.06	Rod...	Car...	8.25	32	No..	No..	2.00x1.37
Moon	London	8R 6-3¾x4½	27.34	241.6	4.2	56-2300	V.	3	D-6.	Sep.	Al..	PS.	L.	Car...	He..	Idl...	CI.	4.09	35	....	3-3	.87x1.37	Rod...	Car...	10.50	52	No..	No..	2.25x1.56
Moon	Series A	7Z 6-3½x4½	23.44	207.1	4.6	.....	V.	3	D-6.	Int..	Ir...	PS..	L.	Nic...	Ch..	MOR	CI.	4.06	27	....	3-3	.87x1.06	Rod...	Car...	8.25	32	No..	No..	2.00x1.37
Nash	Advanced	161 6-3¼x5	25.35	248.9	....	.....	V.	3	D-6.	Int..	Ir...	PS..	I.	Tunt..	He..	Cra...	CI..	4.00	..	1.62	4-3	.93x3.00	.....	Car...	10.00	....	No..	Yes.	2.37x2.00
Nash	Special	131 6-3¼x4½	23.44	207.1	....	.....	V.	3	D-6.	Int..	Ir...	PS..	I.	Tunt..	He..	Cra...	CI..	3.68	..	1.50	4-3	.87x2.87	Rod...	Car...	9.00	....	No..	No..	2.25x1.87
Oakland	6-54	6-54	19.84	185.0	5.0	44-2600	V.	3	D-6.	Sep.	SS..	PS..	L.	Sil....	Ch..	MOR	SS..	3.31	20	1.78	3-3	.73x2.42	Flo...	Car...	8.85	28	No..	No..	1.87x1.50
Oldsmobile	30	6-3¼x4¾	18.50	169.3	4.7	41-2600	V.	3	D-6.	Int..	Ir...	PS..	L.	CI..	He..	Cra...	CI.	3.50	19	1.87	3-3	.85x2.50	Rod...	Car...	8.50	28	No..	No..	1.87x1.50
Overland	91 & 92	4-3½x4	19.60	153.9	....	30-2400	V.	4	D-4.	Int..	Ir...	PS..	L.	CI..	He..	Non..	CI.				3-3	.87x	Pis...	Car...	7.50	....	No..	No..	1.37x1.50
Overland	93	6-3 x4	21.60	185.0	....	38-2800	V.	4	D-6.	Int..	Ir...	PS..	L.	.....	He..	Cam...	Al..				3-3	.73x1.81	Pis...	Car...	7.50	....	No..	No..	1.87x1.50
Packard	6	6-3½x5	29.40	283.6	4.5	.....	V.	3	D-6.	Sep.	Al..	Al..	L.	Tunt..	Ch..	MOR	CI.	3.37	26	....	4-	.75x3.12	Flo...	Car...	10.00	37	No..	Yes.	2.12x1.50
Packard	8	8-3½x5	38.45	357.8	4.5	.....	V.	4	D-8.	Sep.	Al..	Al..	L.	Tunt..	Ch..	MOR	CI.	3.37	26	....	4-	.87x2.92	Flo...	Car...	10.00	37	No..	Yes.	2.12x1.50
Paige	21-24	Cont. 10A	33.75	331.4	4.2	73-2400	V.	3	D-6.	Sep.	Al..	PS..	L.	CIt.	Ch..	L-B..	CI.	4.50	44	2.62	3-3	1.25x3.34	Rod...	ASt.	11.0	49	No..	Yes.	2.37x1.87
Peerless	7	6-3½x5	29.40	388.6	....	70-2500	V.	3	D-5.	Sep.	Al..	Al..	L.	Sil....	Ch..	MOR	CI.	3.50	39	1.87	4-3	.75x3.25	Rod...	ASt.	10.00	50	No..	Yes.	2.12x1.50
Peerless Equip.	"8"	67 3-3¼x5	33.80	331.8	....	70-2700	X.	3	D-4.	Sep.	Al..	Al..	L.	Sil...	He..	Cam...	CI.	3.25	29	....	3-2	.87x3.00	Pis...	ASt.	11.00	59	No..	Yes.	2.12x1.50
Pierce Arrow	33	6-3¾ x5½	38.40	414.7	....	100-2600	V.	4	D-5.	Sep.	Al..	Al..	T.	.....	He..	Non..	CI.	5.50	..	3.25	3-3	1.06x3.51	Flo...	ASt.	11.00	....	No..	No..	2.25x1.75
Pierce Arrow	80	6-3½x5	29.40	288.6	....	70-2600	V.	4	D-6.	Sep.	Al..	Al..	L.	.....	Ch..	L-B..	CI.	3.87	..	2.26	3-3	.87x3.12	Flo...	ASt.	10.50	....	No..	No..	2.00x1.50
Reo	T6	6-3⅝x5	24.30	239.0	4.8	59-2000	V.	4	D-6.	Int..	Ir...	Al..	F.	CIt..	He..	Cra...	Al..	4.00	20	....	3-3	.98x2.87	Rod...	Car...	10.50	52	No..	No..	2.25x1.68
Revere	M	Mon. M	4-4¾x6	30.63	350.8	....	-1000	V.	3	D-4.	Int..	Al..	Al..	H.	.....	Ch..	.....	Al..				3-2			Pis...	ASt.	12.00		Yes.		
Revere	25	Cont. 6J	6-3¼x5	33.75	331.4	4.3	70-2300	V.	3	D-5.	Sep.	Al..	PS..	L.	Nic...	He..	Idl...	CI.	4.50	46	....	3-3	1.12x3.31	Rod...	Car...	11.00	74	No..	No..	2.37x1.87
Rickenbacker	D	Own. D	6-3¼x4¾	25.35	236.4	4.7	70-3000	V.	3	D-5.	Int..	Ir...	L.	I.	L.	CIt.	Ch..	L-B..	CI.	4.06	28	1.81	3-3	1.00x2.81	Pis...	Car...	10.00	29	No..	No..	2.00x1.37
Rickenbacker	8	Own. 8	8-3-⅞x4¾	23.80	236.4	4.7	70-3000	V.	3	D-8.	Int..	Ir...	Ir...	L.	Silt..	Ch..	L-B..	CI.	3.87	26	1.75	4-3	1.00x2.56	Rod...	Car...	10.00	....	No..	No..	2.00x1.37
Roamer	4-75-E	Dies. G1	4-4¼x6	23.90	349.4	....	.....	V.	3	I-4.	.....	.....	H.	.....	.....	Ch..	MOR	Al..								ASt.				
Roamer	6-54-E	Cont. 12XD	6-3½x5¼	29.47	303.1	....	55-2000	V.	3	I-6.	.....	Al..	PS..	L.	.....	He..	Non..	CI.	4.50	..	....	3-	1.15x1.50	.....	Dur...	10.25	....	No..	No..	
Roamer	8	Lyc... 3H	8-3⅝x4½	32.50	287.3	4.6	70-3000	V.	3	D-8.	Sep.	Ir...	PS..	L.	Sil....	Ch..	L-B..	CI.	3.50	25	....	3-	.75x2.78	Pis...	Car...	9.00	37	No..	No..	2.12x1.50
Rollin	G	Own. G	4-3¼x4½	16.90	149.3	5.0	41-2750	V.	4	D-4.	Int..	Ir...	.....	L.	Silt..	He..	Cra...	Al..	4.25	21	2.56	4-4	.85x2.90	Rod...	Dur...	9.00	21	No..	No..	1.75x1.75
Rolls-Royce	40-50	Own. 40-50	4-4½x4¾	48.60	453.3	4.0	80-2000	V.	3	I-3.	Sep.	Al..	Al..	L.	Sil....	He..	Non..	Al..	5.10	48	....	6-6	1.00x4.25	Rod...	ASt.	9.90	52	No..	No..	2.25x1.86
Star	4	Cont. Sp.	4-3¼x4¼	15.63	130.4	....	.....	V.	4	D-4.	Int..	.....	.....	L.	Ir....	Ch..	MOR	CI.				3-3			Rod...	ASt.	8.00	....	No..	No..	
Stearns-Knight	C	Own. C	6-3¼x5	25.35	248.9	4.6	55-2400	V.	3	D-5	Sep.	Al..	PS..	S.	No...	Ch..	MOR	Al..	4.03	20	2.12	4-4	.96x2.87	Pis...	Car...	11.00	53	¼	No..	2.37x1.75
Stearns-Knight	B	Own. B4	4-3¾x5⅝	22.50	248.5	4.5	.....	V.	4	D-4.	Sep.	Al..	PS..	S.	No...	Ch..	MOR	CI.	....	37	....	4-4	.....	.....	ASt.	12.37	56	No.	Yes.	.....
Stearns-Knight	S	Own. S	6-3½x5	29.40	288.6	4.9	70-2400	V.	3	D-5.	Sep.	Al..	Al..	S.	No...	Ch..	MOR	Al..	4.28	23	2.50	4-4	.96x3.12	Pis...	ASt.	12.06	58	⅜	No..	2.50x2.00
Sterling-Knight	B6	Own. B	6-3¼x4½	25.35	230.2	4.5	55-2400	V.	4	D-5.	Sep.	Al..	Al..	S.	No...	Ch..	MOR	CI.	3.87	26	1.93	3-3	.87x3.03	Flo...	Car...	11.00	41	No..	No..	2 12x1.62
Stevens-Duryea	G	Own. G	7-4-⅞x5½	47.27	510.4	....	.....	V.	4	I-2.	Sep.	Al..	Al..	L.	Tun...	He..	Cam...	CI.	5.06	74	2.68	3-3	1.00x4.00	Rod...	ASt.	11.62	67	No..	No..	2.06x2.02
Studebaker	STA Six	Own. Std.	6-3⅜x4½	27.34	241.6	4.5	50-2400	V.	3	D-5.	Int..	SS..	PS..	L.	CI..	Ch..	MOR	CI.	3.87	..	....	4-3	.87x	Pis...	ASt.	10.00	....	No..	No..	2.00x1.62
Studebaker	Sp. Six	Own. Spec.	6-3½x5	29.40	288.6	4.5	65-2400	V.	4	D-6	Int..	SS..	PS..	L.	CI..	He..	Non..	CI.	4.68	..	....	4-3	1.00x	Pis...	ASt.	11.25	....	No..	No..	2.31x1.75
Studebaker	Big Six	Own. Big	6-3⅞x5	36.04	353.8	4.5	75-2400	V.	4	D-5.	Sep.	SS..	Ir...	L.	CI..	He..	Non..	CI.	4.68	..	....	4-3	1.00x	Pis...	ASt.	11.25	....	No..	No..	2.31x1.75
Stutz	693-4-5	Own. 695	6-3½x5	29.40	288.6	4.4	80-3000	V.	3	D-6.	Int..	Ir...	Al..	I.	CI..	Ch.	L-B..	CI.	4.12	98	2.00	4-4	.87x3.48	Flo...	AS ...	12.00	65	No..	Yes.	2.50x
Velie	61	Own. 50	6-3⅜x4¼	24.34	203.5	4.7	50-2500	V.	3	D-6.	Int..	Ir...	PS..	I.	SS....	He..	Cam...	CI.	3.50	27	1.87	3-2	.87x2.87	Rod...	Car...	8.12	36	No..	No..	2.00x1.62
Westcott	H44	Cont. 8R	6-3⅝x4½	27.34	241.6	4.2	56-2300	V.	3	D-6.	Sep.	Al..	PS.	L.	Car..	He..	Idl...	CI.	4.09	35	....	3-	.87x1.37	Rod...	Car...	10.50	52	No..	No..	2.25x1.56
Westcott	H60	Cont. 8R	6-3⅝x4½	27.34	241.6	4.2	56-2300	V.	3	D-6.	Sep.	Al..	PS..	L.	Car...	He..	Idl...	CI.	4.09	35	....	3-	.87x1.37	Rod...	Car...	10.50	52	No..	No..	2.25x1.56
Wills Ste. Claire	A & B 68	Own. B68	8-3¼x4	33.80	265.4	4.1	65-2700	X.	4	I-4..	Sep	Al..	Al..	I.	Sil....	He	Idl...	CI.	3.67	27	1.84	3-2	.75x3.00	Rod...	AS...	8.00	16	2	Yes.	1.75x2.01
Wills Ste. Claire	W6	Own. W6	6-3¼x5½	25.35	273.7	4.0	65-3200	V.	3	D-6.	Int..	Ir...	Al..	I.	CI..	He..	Non..	CI.	3.67	27	1.84	3-2	.75x3.25	Rod...	Dur...	8.00	16	No..	No..	2.50x
Willys-Knight	6	Own. 65	4-3⅝x4½	21.03	185.8	....	42-2200	V.	4	D-4.	Sep.	Ir...	Al..	S.	Non..	Ch..	L-B..	Al..				4-4	.93x1.50	Pis...	Dur...	10.00	....	No..	No..	2.06x1.87
Willys-Knight	66	Own. 66	6-3¼x4¾	25.35	236.4	....	60-2800	V.	3	D-3.	Sep.	Al..	Al..	S.	Non..	Ch..	L-B..	Al..				4-4	.....	Pis...	AS....	11.50	....	....	No..	2.12x1.50

ABBREVIATIONS:

*—More than one material used
*—Forked End
Ans—Ansted
Ast—Alloy Steel
Au—Automatic
A-B—American Bosch
A-K—Atwater-Kent
Al—Aluminum
A-L—Auto-Lite
ATC—Air Tube Cellular
B—Battery
Ben—Bendix
B&B—Ball & Ball
Bij—Bijur
Bos—Bosch
Bz—Bronze
CA—Cast Aluminum
Cam—Camshaft
Car—Carter (*Carb.*)
Car—Carbon (*Valves*)
Cent—Centrifugal
Ch—Chain
Cha—Chain
CI—Cast Iron
CiSp—Circulating Splash
Cle—Cleveland
Con—Connecticut
Cont—Continental
Cor—Corcoran
Cra—Crankshaft
D—Detachable
DeJ—De Jon
Del—Delco
Det—Detachable (Head)
Det—Detroit (Carb.)
Dyn—Dyneto
Dur—Duralumin
Ec—Eccentric
Eis—Eisemann
Exi—Exide
F—Valve in Head and Side
F—Valves in Heal and Side
Fed—Fedders
f—fabric
FlPr—Full Pressure to all bearings including wrist pins
Flo—Floating
F&T—Fin and Tube
G&D—Gray & Davis
GS—German Silver
Ge—Gear
Gou—Gould
Ha—Hand
Har—Harrison
H&A—Hand and Automatic
He—Helical Gear
HS—Herschell-Spillman
I—In Head (*Valves*)
I—Integral (*Head*)
Idl—Idler
Int—Integral
Ir—Iron
Iner—Inertia
Jam—Jamestown
Joh—Johnson
Kin—Kingston
L—Valves at side

Flettner Rotor Ship

CONSIDERABLE enthusiasm has been engendered in Germany and elsewhere in recent months by the invention and practical application of the new method of marine propulsion known as the Flettner rotor. Anton Flettner, who already had become widely known in marine circles through his invention of the Flettner rudder, conceived the idea that an aerodynamic effect first observed by Prof. Gustav Magnus of Berlin and known as the Magnus effect, might be practically utilized for the propulsion of vessels, and a small ship known as the Buckau was equipped with his rotors and has successfully completed several trial trips. At the time of this writing the ship is on a trip with a load of timber from Danzig to Scotland.

A small volume in paper covers, describing the rotorship Buckau and the physical principles on which its operation is based, has been published by Vandenhoeck & Ruprecht, Goettingen, Germany, the author being J.

Specifications—Continued

For Detailed Body Specifications see pages 356-357

ENGINE												COOLING SYSTEM					FUEL SYSTEM							ELECTRICAL SYSTEM																		MAKE AND MODEL
											Oiling System	Water Circulation		Radiator			Carburetor			Air Cleaner			Ignition System				Generator and Starter				Battery												
Number	Main Bearings Front Diameter and Length (In.)	Main Bearings Rear Diameter and Length (In.)									Type	Type	Pump Type	Make	Core Type	Shell Material	Make	Model	Size (In.)	Type	Make	Fuel Feed	Make	Model	Current Source	Spark Control	Make	Generator Model	Starter Model	Starter Engagement	Make	Voltage and Amp Hours Capacity										
4	2.37x3. 0	2.37x3.50	Fl Pr..	Ge..	Pu..	Cent..	G&O..	Ri C..	SB..	Ray...	G5P..	1¾	None..	None..	Vac..	Wes...	366,190	B.	Ha..	Wes...	781, 612	778	Ben...	Wil...	6–165	McFarlan.....TB																	
3	2.50x2.50	2.50x3.50	Pr Cs.	Ge..	Pu..	Cent..	McC..	.....	.....	Str...	OC3..	1½	None..	None..	Vac..	Eis..	4	M	Ha..	A-L..	.....	.....	Ben...	Wil...	6–132	Mercer.....6																	
4	2.00x1.50	2.00x2.12	Pr Cs.	Ge..	Pu..	Cent..	Fed..	Ri C..	GS..	Str...	O1....	1	None..	None..	Vac..	Del...	Spec...	B.	SA..	Del...	257	240	Ben...	Exi...	6–85	Moon.....Newport																	
4	2.00x1.50	2.00x2.12	Pr Cs.	Ge..	Pu..	Cent..	Nat..	Ri C..	GS..	Str...	OE2..	1¼	None..	None..	Vac..	Del...	Spec...	B.	SA..	Del...	258	181	Ben...	Exi...	6–85	Moon.....Metropol																	
4	2.25x2.34	2.25x2.81	Pr Cs.	Ge..	Pu..	Cent..	Fed..	Ri C..	GS..	Str...	OE2..	1¼	None..	None..	Vac..	Del...	Spec...	B.	SA..	Del...	258	181	Ben...	Exi...	6–100	Moon.....London																	
4	2.00x1.50	2.00x2.12	Pr Cs.	Ge..	Pu..	Cent..	Fed..	Ri C..	GS..	Str...	R1....	1	None..	None..	Vac..	Del...	558	B.	SA.	Del...	296	286	Ben...	Exi...	6–85	Moon.....Series A																	
3	2.37x2.75	2.37x3.25	Pr Cs.	Ge..	Pu..	Cent..	Lon...	F&T..	PS..	Mar..	Spec...	1¼	None..	None..	Vac..	Del...	Spec...	B.	Ha..	Del...	Spec....	Spec....	SG...	Gou...	6–117	Nash.....Advanced																	
3	2.25x2.50	2.25x2.62	Pr Cs.	Ge..	Pu..	Cent..	McC..	F&T..	PS..	Mar..	Spec...	1¼	None..	None..	Vac..	Del...	Spec...	B.	Ha..	Del...	Spec....	Spec....	SG...	USL..	6–90	Nash.....Special																	
3	2.00x2.00	2.18x2.12	Pr Cs.	Ge..	Pu..	Cent..	Har...	Ri C..	PS..	Str...	OE1..	1	None..	None..	Vac..	Rem..	636B..	B.	Au..	Rem..	917S....	713B....	Ben...	Pre...	7–100	Oakland.....6-54																	
3	2.00x2.68	2.12x2.28	Pr Cs.	Ge..	Pu..	Cent..	Har...	ATC..	PS..	Zen...	T4XF..	1⅜	None..	None..	Vac..	Del...	566	B.	Ha..	Del...	000, 273	000, 274	Ben...	Wil...	6–80	Oldsmobile.....30																	
3	1.62x1.75	1.62x2.50	Splash.	No..	TS..	None..	Own..	Ri C..	PS..	Til....	MS15..	⅞	None..	None..	Vac..	A-L...	TB....	B.	Ha..	A-L..	GP....	MO.....	Ben...	USL..	6–80	Overland...91 & 92																	
3	1.87x1.81	1.87x2.50	Pr Cs.	Ge..	Pu..	Vane..	Own..	Ri C..	PS..	Til....	Spec...	1	None..	None..	Vac..	A.....	Spec...	B.	SA..	A-L..	GP.....	Spec....	Ben...	USL..	6–80	Overland.....93																	
7	2.37x2.56	2.37x2.50	Fl Pr.	Ge..	Pu..	Cent..	Fed..	Ri C..	SB..	Own..	6	1 1/16	None..	None..	Vac..	Del...	5249	B.	HA.	A-K..	5870	6484	Ben...	Pre...	6–100	Packard.....6																	
9	2.37x2.93	2.37x2.50	Fl Pr.	Ge..	Pu..	Cent..	Fed..	Ri C..	SB..	Own..	8	1⅛	None..	None..	Vac..	Del...	5260	B.	HA.	O&D..	CF.....	DE.....	Ben...	Pre...	6–100	Packard.....8																	
4	2.37x3.18	2.37x3.34	Pr Cs.	Ge..	Pu..	Vane..	Nat...	Ri C..	PS..	Ray...	G4P..	1½	None..	None..	Vac..	A-K..	LA....	B.	SA..	Rem..	917U....	7224	Ben...	Wes...	6–155	Paige.....21-24																	
7	2.37x2.56	2.37x2.50	Pr Cs.	Ge..	Pu..	Cent..	Fed..	Ri C..	PS..	Joh..	R.....	1¼	None..	None..	Vac..	Del...	005, 267	B.	SA..	Del...	000, 284	00, 282	Ben...	Exi...	6–110	Peerless.....70																	
3	2.25x2.79	2.25x3.64	Pr Cs.	Ge..	Pu..	Cent..	Fed..	Ri C..	PS..	Str...	OE3..	1½	None..	None..	Vac..	Del...	5250	B.	SA..	Del...	0258	0257	Ben...	Exi...	6–135	Peerless Equip ."8"																	
7	2.25x2.75	2.25x3.25	Fl Pr..	Ge..	Pu..	Cent..	Har...	ATC..	GS..	Own..	33	2	None..	None..	Pre...	Del...	Spec...	B.	SA..	Del...	279	252	SG...	Wil...	6–162	Pierce Arrow....33																	
7	2.37x2.37	2.37x2.75	Sp Pr.	Ge..	Pu..	Cent..	Fed..	Ri C..	PS.	Own..	80	1½	None..	None..	Vac..	Del...	Spec...	B.	SA..	Del...	300	297	SG...	Wil...	6–111	Pierce Arrow....80																	
4	2.25x2.37	2.25x3.62	Sp Pr.	Pi..	Pu..	Cent..	Own..	F&T..	PS..	Sch..	S.....	1¼	None..	None..	Vac..	N-E..	MAT..	B.	Ha..	N-E..	MAT..	35–81	Cha...	Wil...	6–111	Reo.....T6																	
2	.....	.....	Ci Sp.	No..	Pu..	Cent..	.....	Ri C..	SB..	Str...	.....	.....	.....	.....	Vac..	Bos...	Z4....	M	Ha..	Wes...	.....	.....	Ben...	Pre...	6–100	Revere.....M																	
4	2.37x2.34	2.37x3.06	Pr Cs.	Ge..	Pu..	Cent..	Fed..	Ri C..	CA..	Sch...	S.....	1½	Iner...	.....	Vac..	Bos...	.....	B.	Ha..	Bos...	.....	.....	.....	Pre...	6–100	Revere.....25																	
7	2.56x1.59	2.56x2.25	Pr Cs.	Ge..	Pu..	Vane..	Fed..	Ri C..	PS.	Str...	OX2...	1¼	Iner...	Det..	Vac..	A-B...	T614A.	B.	SA..	A-B...	1055	933	SG...	USL..	6–106	Rickenbacker....D																	
9	2.31x1.50	2.31x2.25	Pr Cs.	Ge..	Pu..	Cent..	Nat...	Ri C..	PS..	Zen...	T4Ds.	1	Iner...	Det..	Vac..	Del...	5276	B.	SA..	A-B...	1055	947	SG...	USL..	6–166	Rickenbacker....8																	
3	.....	.....	Fl Pr..	Ge..	Pu..	Cent..	Mod..	Ri C..	GS..	Str...	O3....	1½	.....	.....	Vac..	Bos...	ZR4..	M	Ha..	Wes...	781R....	778	Ben...	Pre...	6–	Roamer.....4-75-E																	
3	2.39x2.75	2.29x3.15	Sp Pr.	Ge..	Pu..	Cent..	MS...	Ri C..	GS..	Str...	OC2..	1¼	None..	None..	Vac..	Spl...	649	M	Ha..	Wes...	760	711	Ben...	Pre...	6–117	Roamer.....6-54-E																	
5	2.37x2.68	2.37x2.68	Pr Cs.	Ge..	Pu..	Cent..	Mod..	Ri C..	GS..	Str...	03	1½	None..	None..	Vac..	Del...	.....	B.	SA.	Del...	.....	.....	Ben...	Pre...	6–	Roamer.....8																	
4	1.62x2.25	2.18x2.50	Pr Cs.	Ge..	TS..	None..	McC..	F&T..	PS..	Til....	01A....	1	None..	None..	Vac..	Con...	373-2Y.	B.	SA.	O&D..	Spec....	Spec....	Ben...	USL..	6–105	Rollin.....G																	
7	2.25x3.00	2.25x3.75	Fl Pr..	Ge..	Pu..	Cent..	Own..	ATC..	GS..	Own..	40–50	1⅞	None..	None..	Vac..	A-B...	ZR6..	K.	Ha..	Wes...	Spec....	Spec....	MS...	Exi...	6–120	Rolls-Royce...40-50																	
3	1.50x1.78	1.50x2.75	Sp Pr.	Ge..	Pu..	Cent..	Fed..	Ri C..	PS.	Til....	Spec...	1	None..	None..	Vac..	A-L...	Spec...	B.	Ha..	A-L..	Spec....	Spec....	Ben...	USL..	6–80	Star.....4																	
4	2.37x2.37	2.37x3.50	Pr Cs.	Ge..	Pu..	Vane..	Fed..	ATC..	PS.	Joh...	Spec...	1¼	None..	None..	Vac..	DeJ...	RA4002	B.	Ha..	DeJ ...	DC4001	SB4003.	Ben...	Wil...	12–85	Stearns-Knight...C																	
3	.....	.....	Pr Cs.	Ge..	Pu..	Vane..	Fed..	ATC..	PS..	Sch...	Spec...	.....	None..	None..	Vac..	A-K...	Spec...	3.	Ha..	A-L..	Spec....	Spec....	Ben...	Exi...	12–85	Stearns-Knight...B																	
4	2.50x2.37	2 50x4.00	Pr Cs.	Ge..	Pu..	Vane..	Fed..	ATC..	SB..	Joh...	H....	1¼	None..	None..	Vac..	DeJ...	IA4004.	B.	Ha..	DeJ...	DC4001.	SB4003.	Ben...	Wil...	12–85	Stearns-Knight...S																	
7	2.50x2.00	2.50x3.50	Fl Pr..	Ge..	TS..	None..	Cle..	Ri C..	NS..	Str...	OS2...	1¼	None..	None..	Vac..	Wes...	JN....	B.	Ha..	Wes...	57GT...	755	Ben...	USL..	12–70	Sterling-Knight..B6																	
4	2.37x2.12	2.37x3.87	Sp Pr.	Ge..	Pu..	Cent..	G&O..	ATC.	SB..	Str...	O3....	1½	None..	None..	Vac..	Bos...	ZR6..	M	Ha..	A-B...	1205	1119	Ben...	USL..	6–120	Stevens-Duryea...G																	
4	1.93x3.62	2.12x3.03	Pr Cs.	Ge..	Pu..	Cent..	McC..	F&T..	PS..	Str...	OE1..	1	None..	None..	Vac..	Wag.. / Rem..	K815.. / 926....	B.	Au..	Wag.. / Rem..	S509... / 917A...	S533... / 720C...	Ben...	Wil...	6–90	Studebaker.STA Six																	
4	2.46x2.71	2.56x3.15	Pr Cs.	Ge..	Pu..	Cent..	Lon.. / McC..	F&T..	PS..	Str...	LS2....	1½	None..	None..	Vac..	Wag.. / Rem..	K814.. / 626L..	B.	Au.	Wag.. / Rem..	S503... / 917E...	S503... / 723A...	Cha...	Wil...	6–111	Studebaker..Sp S x																	
4	2.46x2.71	2.56x3.15	Pr Cs.	Ge..	Pu..	Cent..	Lon.. / McC..	F&T..	PS..	B&B..	SB14...	1½	None..	None..	Vac..	Wag.. / Rem..	K14... / 626L..	B.	Au.	Wag.. / Rem..	S503... / 917E...	S503... / 723A...	Cha...	Wil...	6–111	Studebaker..Big Six																	
3	2.50x2.12	2.50x2.75	Pr Cs.	Ge..	Pu..	Cent..	Lon.. / Har...	F&T..	SB..	Str...	Spec...	1½	None..	None..	Vac..	Rem..	Spec...	B.	SA.	Rem..	Spec....	Spec....	Ben...	Wil...	6–120	Stutz..... 693-4-5																	
4	2.00x2.18	2.00x3.00	Fl Pr..	Ge..	TS..	None..	Nat...	Ri C..	PS..	Str...	RI.....	1	None..	None..	Vac..	Wes...	JA....	B.	Ha..	Wes...	3952	31188	Ben...	Wil...	6–90	Velie.....60																	
4	2.25x2.34	2.25x2.81	Pr Cs.	Ge..	Pu..	Cent..	Jam...	Ri C..	PS..	Str...	OE2..	1¼	None..	None..	Vac..	Del...	5256	B.	SA..	Del...	258	181	Ben...	Wil...	6–118	Westcott.....H44																	
4	2.25x2.31	2.25x2.81	Pr Cs.	Ge..	Pu..	Cent..	Jam...	Ri C..	PS..	Str...	OE2..	1¼	None..	None..	Vac..	Del...	5256	B	SA..	Del...	258	181	Ben...	Wil...	6–101	Westcott.....H60																	
3	1.75x2.25	1.75x3.50	Pr Cs.	Ge..	TS..	None..	McC..	F&T..	PS..	Sch...	Spec...	1¼	None..	None..	Vac..	Del...	Spec...	B.	Au..	Del...	Spec....	Spec...	SG...	Wil...	6–140	Wills Ste Claire. A & B 68																	
7	2.50x3.50	2.50x3.00	Pr Cs.	Ge..	TS..	None..	McC..	F&T..	PS..	Zen...	SX6..	1½	None..	None..	Vac..	Del...	Spec...	B.	Au..	Del...	Spec....	Spec....	Ben...	Wil...	6–140	Wills Ste Claire.W6																	
3	1.87x2.31	1.87x3.00	Pr Cs.	Ge..	TS..	None..	Own..	Ri C..	PS..	Til....	MS2B..	1½	None..	None..	Vac..	A-L...	T-B....	B.	Ha..	A-L..	CJ.....	M-H..	Ben...	USL..	6–170	Willys-Knight....65																	
7	2.50x1.68	2.50x2.75	Pr Cs.	Ge..	Pu..	Cent..	Own..	Ri C..	PS..	Til....	R2A....	1¼	Str...	Prof..	Vac..	A-L...	Spec...	B.	SA..	A-L..	GJA.....	M-N...	Ben...	USL..	6–170	Willys-Knight....66																	

L-B—Link Belt
L-N—Leece-Neville
Lon—Long
Lyc—Lycoming
m—metal
M—Magneto
Mar—Marvel
McC—McCord
Mod—Modine
MOR—Morse
Nat—National
N-E—North-East
Nic—Nickel

Non—None
Opt—Optional
Pre—Presto-Lite
Pis } Piston
Pi }
PrCs—Pressure to all crankshaft and connecting rod bearings, splash to other parts
Prot—Protectometer
PS—Pressed Steel
Pu—Pump
RA—Rear Axle
Ray—Rayfield

Rem—Remy
RAM—Ramsay
RiC—Ribbon Cellular
S—Sleeve Type
S-A—Semi-Automatic
SB—Sheet Brass (Radiat
SB—Spiral Bevel (Final
Sch—Schebler
Sco—Scoe
Sep—Separate
SG—Sliding Gear
Spe } Special
Spec }

SpPr—Pressure to main crankshaft bearings only, splash to connecting rods and other parts.
St—Steel
Ste—Stewart
SS—Semi Steel
S-W—Sparks-Withington
Str—Stromberg
T—Valves opposite
Til—Tillotson
TS—Thermo-Siphon
Tun—Tungsten

Unit—United
USC—U. S. Cartridge
V—Vertical
Vac—Vacuum
Va—Vane
Var—Variable
Ves—Vesta
Wag—Wagner
Wes—Westinghouse
Wil—Willard
Wis—Wisconsin
WHI—Whitney

Ackeret, departmental director of the Goettingen Aerodynamical Laboratory. (Das Rotorschiff und seine physikalischen Grundlagen, price 1.80 marks). As the aerodynamic experiments which led to the development of the Flettner rotor were made in this laboratory, the author has first-hand knowledge of the subject, and the book may be recommended to any one interested in the subject. The Buckau, it may be explained, is a motorship, being fitted with a Diesel engine, and the rotors are used as auxiliary propelling means only. It carries two rotors of sheet steel, 51 ft. high by 9 ft. 2 in. in diameter, which are turned by a separate power plant comprising a Diesel engine and electric generators and motors. When a wind blows against the rotors while the latter are rotating, they produce a propulsive effort substantially at right angles to the direction of the wind and far greater than the force which could be obtained from a sail of the same surface area as the projected area of the rotor. By reversing the direction of rotation the direction of the propulsive effort is reversed.

American Export Passenger Car Specifications

(Applying to Standard Phaeton Model)

MAKE AND MODEL	Number of Passengers	EXTRA FOR BOXING $		BOXING CUBICAL Contents (Cu. Ft.)		MAGNETO		RIGHT HAND DRIVE		Make of Metric Speedometer	Metric Gasoline Gauge Fitted?	WHEEL OPTIONS					COLORS		TIRES			
												Wire		Disk								
		Complete Phaeton	Chassis	Complete Phaeton	Chassis	Make	Extra Charge $	Fitted?	Extra Charge $			Fitted?	Extra Charge $	Fitted?	Extra Charge $	Number of Wheels per Car	Options	Extra Charge $	Metric Sizes Optional?	Size (mm. or Ins.)	Tire Type	Cord or Fabric?
Anderson.....50	7	45	Yes.	350	....	Bosch.....	35	Yes.	25	Stewart...	No..	Yes.	75	Yes.	85	5	Yes.....	None..	Yes...	33x4.95	SS...	Cord....
Apperson.....6	5	100	$75	.....	.....	No.....	0	No..	0	‡Stew-War	Yes.	Yes.	100	Yes.	50	4	No.....	0	Yes...	32x5.77	SS...	Cord....
Apperson.....V-8	5 or 7	100	Yes.	415	370	No.....	0	Yes.	50	VanSicklen	No..	Yes.	Yes.	Yes.	No..	5	Yes.....	$75	No...	33x6.75	SS...	Cord....
Auburn.....6-43	5	75	Yes.	396	283	Bosch.....	60	Yes.	10	Stewart...	No..	No..	0	Yes.	0	5	Gray.....	None..	No...	31x4*	SS...	Cord....
Auburn.....8-63	5	80	Yes.	463	329	No.....	0	Yes.	10	Stewart...	No..	No..	0	Yes.	0	5	Gray.....	None..	No...	32x6.20	SS...	Cord....
Buick.....“Standard”	5	57	42	317	144	No.....	.....	Yes.	Yes...	A-C.....	No .	Yes.	Yes.	No..	0	5	Green.....	None..	No...	31x4.95	SS...	Cord....
Buick.....“Master” (128)	7	65	47	362	160	No.....	0	Yes.	Yes...	A-C.....	No..	Yes.	Yes.	No..	0	5	Blue.....	None..	No...	32x5.77	SS...	Cord....
Buick.....“Master” (120)	5	62	47	345	152	No.....	0	Yes.	Yes...	A-C.....	No..	Yes.	Yes.	No..	0	5	Blue.....	None..	No...	32x5.77	SS...	Cord....
Cadillac.....V-63	7	83	Yes.	429	420	No.....	0	Yes.	Yes...	VanSicklen	Yes.	Yes.	Yes.	Yes.	Yes.	5 or 6	Three Colors.	None.	No...	33x5.*	SS...	Cord....
Case.....X	5	Yes.	Yes.	.....	.....	Bosch.....	Yes...	Yes.	None..	‡Stew-War	No..	Yes.	Yes.	Yes.	Yes.	5	Yes.....	Yes...	No...	32x4½*	SS...	Cord....
Case.....J.I.C.	5	Yes.	Yes.	.....	.....	Bosch.....	Yes...	Yes.	None.	Waltham..	No..	Yes.	Yes.	Yes.	Yes.	5	Yes.....	Yes...	No...	32x4½*	SS...	Cord....
Case.....Y	7	Yes.	Yes.	.....	.....	Bosch.....	Yes...	Yes.	None..	Waltham..	No..	Yes.	Yes.	Yes.	Yes.	5	Yes.....	Yes...	No...	33x5	SS...	Cord....
Chandler.....SS	5	70	50	368	264	Bosch.....	46	Yes.	None..	‡Stew-War	No..	Yes.	Yes.	Yes.	Yes.	5	Blue & Green	0	No...	32x6.0	SS...	Cord....
Chevrolet.....Superior	5	36	31	208	100	No.....	0	Yes.	Yes...	A-C.....	No..	No..	0	No..	0	4	Black & Gray	Yes...	No...	30x3½*	Cl....	Fabric..
Chrysler.....B	5	65	Yes.	337	336	Yes.....	30	Yes.	25	Yes.....	No..	No..	0	Yes.	25	4	No.....	0	No...	30x5.77	SS...	Cord....
Cleveland.....43	5	67	50	341	231	Bosch.....	Yes...	Yes.	None..	Stewart...	No..	Yes.	Yes.	Yes.	Yes.	5	No.....	0	No...	31x5.25	SS...	Cord....
Cole.....1925 Master	5	85	75	462	340	No.....	0	No..	0	‡Stew-War	No..	No..	0	Yes.	0	5	Gray.....	50	No...	34x7.2	SS...	Cord....
Cunningham.....V-6	6	Yes.	Yes.	640	....	No.....	0	No..	0	Yes.....	No..	Yes.	0	Yes.	0	6	Optional.....	None..	Yes...	33x5*	SS...	Cord....
Davis.....90	5	60	50	345	265	No.....	0	Yes.	None..	‡Stew-War	No..	Yes.	Yes.	Yes.	No..	5	All Colors...	None..	Yes...	31x5.25	SS...	Cord....
Davis.....91	4 or 5	60	50	390	285	No.....	0	Yes.	None..	‡Stew-War	No..	Yes.	Yes.	Yes.	No..	5	All colors....	None..	Yes...	30x5.77	SS...	Cord....
Dodge Brothers.....	5	Yes.	Yes.	342	342	No.....	0	Yes.	35	North-East	No..	No..	0	No..	0	5	None.....	0	No...	30x5.77	SS...	Cord....
Dorris.....6-80	7	Yes.	Yes.	.....	.....	Bosch.....	None..	Yes.	Yes...	‡Stew-War	No..	Yes.	Yes.	No..	0	5	Four Colors..	None..	Yes...	32x6.20	SS...	Cord....
Duesenberg.....St. 8	5	150	150	643	435	None.....	None..	No .	0	No.....	No..	Yes.	No.	No..	0	5	Yes.....	100	Yes...	32x6.20	SS...	Cord....
Durant.....A-22	5	42	35	273	136	Simms....	Yes...	Yes.	Yes...	Stewart...	No..	Yes.	Yes.	Yes.	0	4	Yes.....	None..	No...	31x4*	SS...	Cord....
Elcar.....4-40-41	5	60	45	348	....	Bosch.....	32	Yes.	20	Stewart...	No..	Yes.	Yes.	Yes.	30	4	Four Colors..	None..	Yes...	31x4*	SS...	Cord....
Elcar.....6-50-51	5	60	45	360	....	Bosch.....	32	Yes.	20	Stewart...	No..	Yes.	Yes.	Yes.	0	4	Four Colors..	None..	Yes...	31x4*	SS...	Cord....
Elcar.....8-80	5	75	50	396	....	Bosch.....	Yes...	Yes.	Yes...	Stewart...	No..	No..	0	Yes.	30	4	Blue & Gray.	None..	Yes...	32x6.20	SS...	Cord....
Essex.....6	5	Yes.	Yes.	276	276	No.....	0	Yes.	None..	‡Stew-War	No..	Yes.	Yes.	Yes.	Yes.	5-4	No.....	0	No...	31x5.25	SS...	Cord....
Ford.....T	5	Yes.	Yes.	264	124	Yes.....	None..	No..	0	None.....	No..	No..	0	No..	0	4	No.....	0	No...	30x3½	Cl....	Fabric..
Franklin.....Series 10-C	5	70	50	389½	295	No.....	0	No..	0	Waltham..	No..	No..	0	No..	0	0	Yes.....	75	No...	32x4.95	SS...	Cord....
Gardner.....Series 5	5	60	50	315	125	No.....	0	18	None..	Stewart...	Yes.	Yes.	75	Yes.	30	4 & 5	Three Colors.	None.	No...	32x4*	SS...	Cord....
Gardner.....“8”	5	75	65	395	392	No.....	0	...	None..	Stewart...	Yes.	Yes.	Yes.	Yes.	Yes.	4 & 5	Yes.....	None.	No...	30x5.77	SS...	Cord....
Gray.....0	5	42	50†	206	175†	Bosch.....	37.50	Yes.	5	A-C.....	Yes.	Yes.	Yes.	Yes.	Yes.	4 or 5	Two Colors..	Yes...	No...	30x3½*	SS...	Cord....
H. C. S.....6	5	75	75	355	340	Yes.....	Yes...	No..	0	Warner....	No..	Yes.	0	Yes.	0	6	Optional.....	None..	No...	32x5*	SS...	Cord....
Haynes.....60	5	90	85	447	350	Bosch.....	65	Yes.	15	‡Stew-War	Yes.	Yes.	90	Yes.	No..	5	Optional.....	100	Yes...	33x5.77	SS...	Cord....
Hudson.....Super 6	7	Yes.	Yes.	396	396	No.....	0	Yes.	None..	‡Stew-War	No..	Yes.	Yes.	Yes.	Yes.	5	No.....	None..	No...	33x6.20	SS...	Cord....
Hupmobile.....R	5	50	50	345	345	Splitdorf...	None..	Yes.	None..	‡Stew-War	No..	Yes.	Yes.	Yes.	Yes.	5	No.....	None..	No...	31x5.25	SS...	Cord....
Jewett.....23-25	5	75	54	326	238	Scintilla...	50	Yes.	15	Stewart...	No..	Yes.	56	Yes.	19	5	Yes.....	Yes...	No...	31x5.25	SS...	Cord....
Jordan.....LL	4	100	100	403	273	No.....	0	No..	0	‡Stew-War	Yes.	Yes.	80	Yes.	35	5	Two colors..	None.	No...	32x4½*	SS...	Cord....
Kissel.....55	5	90	Yes.	468	....	Remy.....	50	No..	0	Stewart...	No..	Yes.	125	Yes.	42	6	No.....	0	No...	32x4½*	SS...	Cord....
Lexington.....Minute Man	5	90	90	340	300	Bosch.....	60	Yes.	None..	Stewart...	Yes.	Yes.	50	Yes.	0	5	Three colors.	None..	No...	32x6.20	SS...	Cord....
Lincoln.....	4 or 7	Yes.	Yes.	474	....	No.....	0	No..	0	Waltham..	No..	Yes.	Yes.	Yes.	Yes.	5 or 6	Three colors.	None.	No...	33x5*	SS...	Cord....
Locomobile.....48	4 or 7	110	Yes.	490	450	No.....	0	No..	0	‡Stew-War	Yes.	Yes.	275	Yes.	300	6	Optional.....	None.	No...	35x5	SS...	Cord....
Marmon.....74	7	110	100	503	427	Optional...	None..	Yes.	100	Waltham..	Yes.	Yes.	135	Yes.	125	5	Two colors..	None.	Yes...	32x6.20	SS...	Cord....
Maxwell.....	5	55	55	320	320	Bosch.....	27	Yes.	None..	Stewart...	No..	Yes.	35	No..	0	5 or 4	No.....	None.	No...	30x5.25	SS...	Cord....
McFarlan.....TV	4	150	75	575	....	Splitdorf...	None..	Yes.	None..	‡Stew-War	No..	Yes.	0	Yes.	0	6	All colors....	None.	Yes...	33x5*	SS...	Cord....
Moon.....London	7	70	60	380	281	Bosch.....	35	Yes.	None..	Stewart...	No..	Yes.	75	Yes.	0	5	Gray.....	None.	Opt...	32x6.20	SS...	Cord....
Moon.....Metropolitan	5	65	55	340	250	Yes.....	35	Yes.	None..	Stewart...	No..	Yes.	50	Yes.	0	5 or 6	Brown.....	None.	Opt...	35x5.25	SS...	Cord....
Moon.....Newport	5	65	55	326	235	No.....	0	Yes.	None.	Stewart...	No..	Yes.	50	Yes.	0	5	Green.....	None.	Opt...	31x5.25	SS...	Cord....
Moon.....Series A Spec	5	60	50	319	226	No.....	0	Yes.	None..	Stewart...	No..	Yes.	45	Yes.	0	5 or 6	Blue.....	None.	Opt...	30x5.25	SS...	Cord....
Nash.....“Advance”	5	60	50	.....	.....	Bosch.....	40	Yes.	None..	‡Stew-War	No..	No..	0	Yes.	0	5	Two Colors..	None.	No...	33x6.0	SS...	Cord....
Nash.....“Advance”	7	60	50	.....	.....	Bosch.....	40	Yes.	None..	‡Stew-War	No..	No..	0	Yes.	0	5	Two Colors..	None.	No...	33x6.0	SS...	Cord....
Nash.....“Special”	5	60	50	.....	.....	Bosch.....	40	Yes.	None..	‡Stew-War	No..	No..	0	Yes.	0	5	Two Colors..	None.	No...	31x5.25	SS...	Cord....
Oakland.....6-54	5	57	41	321	138	No.....	0	Yes.	Yes...	..A-C.....	No..	No..	0	Yes.	0	5	Blue.....	None.	No...	31x4.95	SS...	Cord....
Oldsmobile.....30	5	49	46	286	142	No.....	0	Yes.	Yes...	A-C.....	No..	No..	0	Yes.	Yes.	4	Blue.....	None.	No...	31x4.95	SS...	Cord....
Overland.....91	5	37	25	272	91	Bosch.....	50	Yes.	None..	A-C.....	No..	No..	0	Yes.	25	5	Black.....	None.	No...	30x3½	SS...	Cord....
Packard.....6-226	5	75	Yes.	407	407	No.....	0	Yes.	50	Waltham..	Yes.	Yes.	Yes.	Yes.	Yes.	5	All colors....	Yes...	No...	33x4½*	SS...	Cord....
Packard.....6-233	7	75	Yes	425	425	No.....	0	Yes.	50	Waltham..	Yes.	Yes.	Yes.	Yes.	Yes.	5	All colors....	Yes...	No...	33x4½*	SS...	Cord....
Packard.....8-136	5	90	Yes.	440	440	No.....	0	Yes.	225	Waltham..	Yes.	No..	0	Yes.	0	5	All colors....	None.	No...	33x5*	SS...	Cord....
Packard.....8-143	7	90	Yes.	453	453	No.....	0	Yes.	225	Waltham..	Yes.	No..	0	Yes.	0	5	All colors....	None.	No...	33x5*	SS...	Cord....
Paige.....	4 or 7	85	63	437	315	Bosch.....	50	Yes.	15	Stewart...	No..	Yes.	81	Yes.	26	5	Yes.....	Yes...	No...	33x6.75	SS...	Cord....
Pierce-Arrow.....33	4 or 7	130	115	702	559	No.....	0	No..	0	Waltham..	Yes.	Yes.	230	Yes.	230	6	Yes.....	None.	No...	33x5*	SS...	Cord....
Pierce-Arrow.....80	4 or 7	95	95	522	403	No.....	0	No..	0	Warner....	Yes.	Yes.	Yes.	Yes.	Yes.	4 or 5	Yes.....	None.	No...	32x5.77	SS...	Cord....
R. E. O.....“Special” T-6	5	50	Yes.	339	172	Bosch.....	50	Yes.	0	North-East	No..	No..	0	Yes.	0	4	Three colors.	None.	No...	32x6.20	SS...	Cord....
Rickenbacker.....6-D	5	75	90	337	237	No.....	0	Yes.	None..	Stewart...	No..	No..	0	Yes.	0	4	Blue.....	None.	No...	31x5.25	SS...	Cord....
Rickenbacker.....A-8	5	75	Yes.	344	....	No.....	0	Yes.	None..	No.....	No..	No..	0	Yes.	0	4	No.....	0	No...	33x4½*	SS...	Cord....
Roamer.....6-54-E	7	70	Yes.	371	....	Splitdorf...	None..	Yes.	25	Warner....	Yes.	Yes.	0	Yes.	75	5	All colors....	None.	Yes...	820x120	SS...	Optional
Rollin.....	5	50	50	312	312	No.....	0	Yes.	None..	Yes.....	No..	No..	0	Yes.	0	4	No.....	0	No...	31x5.25	SS...	Cord....
Stanley.....SV-252-A	5	105	Yes.	470	440	No.....	0	No..	0	Stewart...	No..	Yes.	Yes.	No .	0	5	Yes.....	Yes...	No...	31x4.95	SS...	Cord....
Sterling-Knight.....B6	5	100	Yes.	.....	.....	No.....	0	Yes.	50	No.....	No..	Yes.	75	Yes.	50	5	Blue.....	75	No...	32x4½*	SS...	Cord....
Studebaker.....Standard	5	Yes.	Yes.	.....	.....	No.....	0	Yes.	None..	Stewart...	No..	No..	0	Yes.	Yes.	4	Red & Black.	Yes.	No...	31x5.25	SS...	Cord....
Studebaker.....Special 6	5	Yes.	Yes.	.....	.....	No.....	0	Yes.	None.	Stewart...	No..	No..	0	Yes.	Yes.	5	Blue & Red..	None.	No...	32x6.20	SS...	Cord....
Studebaker.....Big 6	7	Yes.	Yes.	.....	.....	No.....	0	Yes.	None..	Stewart...	No..	No..	0	Yes.	Yes.	5	Blue & Red..	None.	No...	34x7.30	SS...	Cord....
Stutz.....693-4	5	102	102	412	....	No.....	0	No..	0	Stewart...	No..	Yes.	0	Yes.	0	5	Blue & Red..	None.	Yes...	32x4*	SS...	Cord....
Stutz.....695	7	102	102	444	320	No.....	0	Yes.	None..	Stewart...	No..	Yes.	0	Yes.	0	5	All colors....	None.	Yes...	33x5*	SS...	Cord....
Velie.....60	5	65	60	355	250	Bosch.....	35	Yes.	25	Stewart...	No..	Yes.	75	Yes.	30	4 or 5	No.....	None..	No...	31x5.25	SS...	Cord....
Westcott.....44	5	75	50	410	215	Bosch.....	50	Yes.	50	Stewart...	Yes.	Yes.	55	Yes.	25	4	Two colors..	None.	Yes...	815x115*	SS...	Cord....
Westcott.....48	7	75	50	430	215	Bosch.....	50	Yes.	50	Stewart...	Yes.	Yes.	75	Yes.	25	4 or 5	Two colors..	None.	Yes...	815x115*	SS...	Cord....
Westcott.....60	5	75	50	475	215	Bosch.....	50	Yes.	50	Stewart...	Yes.	Yes.	0	Yes.	0	4	Two colors..	None.	Yes...	815x105*	SS...	Cord....
Wills Sainte Claire.....B-68	7	100	100	386½	386½	No.....	0	No..	0	Yes.....	No..	No..	0	Yes.	0	5	Gray.....	None..	No...	32x6.20	SS...	Cord....
Willys-Knight.....64	5	43	43	321	288	Bosch.....	50	Yes.	None.	Stewart...	Yes.	Yes.	54	Yes.	25	5	Blue.....	None.	No...	33x4.95	SS...	Cord....

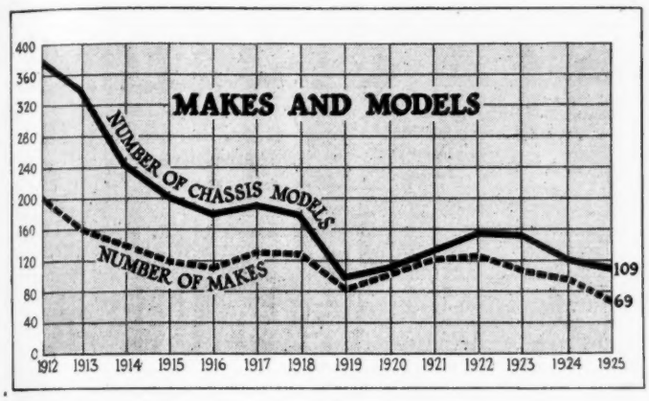
ABBREVIATIONS:

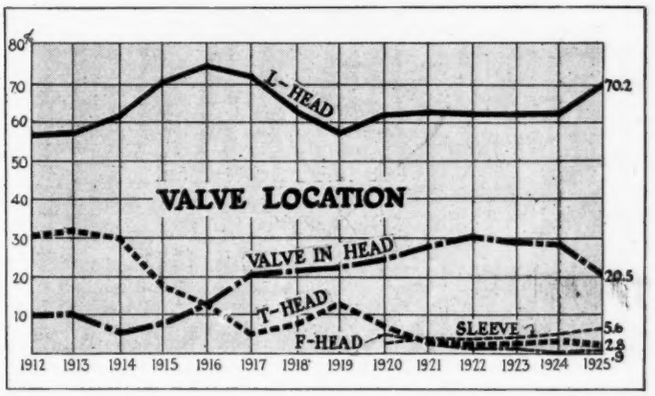
*—Balloon tires optional at extra cost

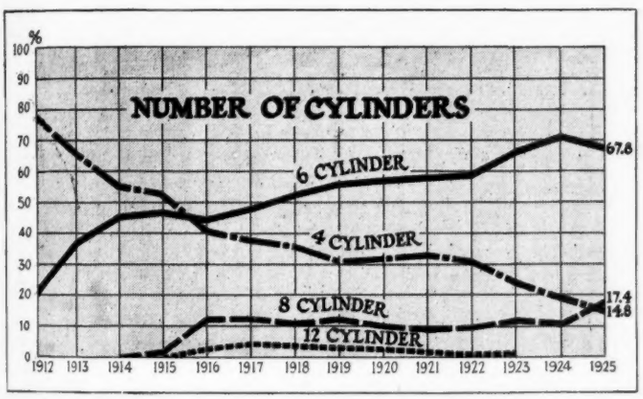
†—Two in one box

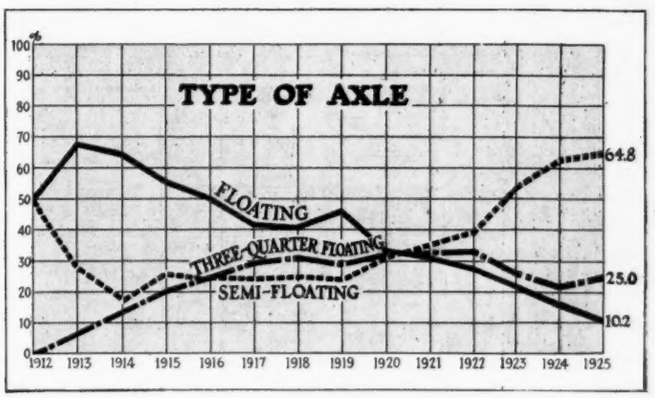
CL—Clincher
Eisem—Eisemann
Fabr—Fabric
North Ea—North East
Opt—Optional
Splitd—Splitdorf
SS—Straight Side
Stew-War—Stewart-Warner
Van Sic—Van Sicklen

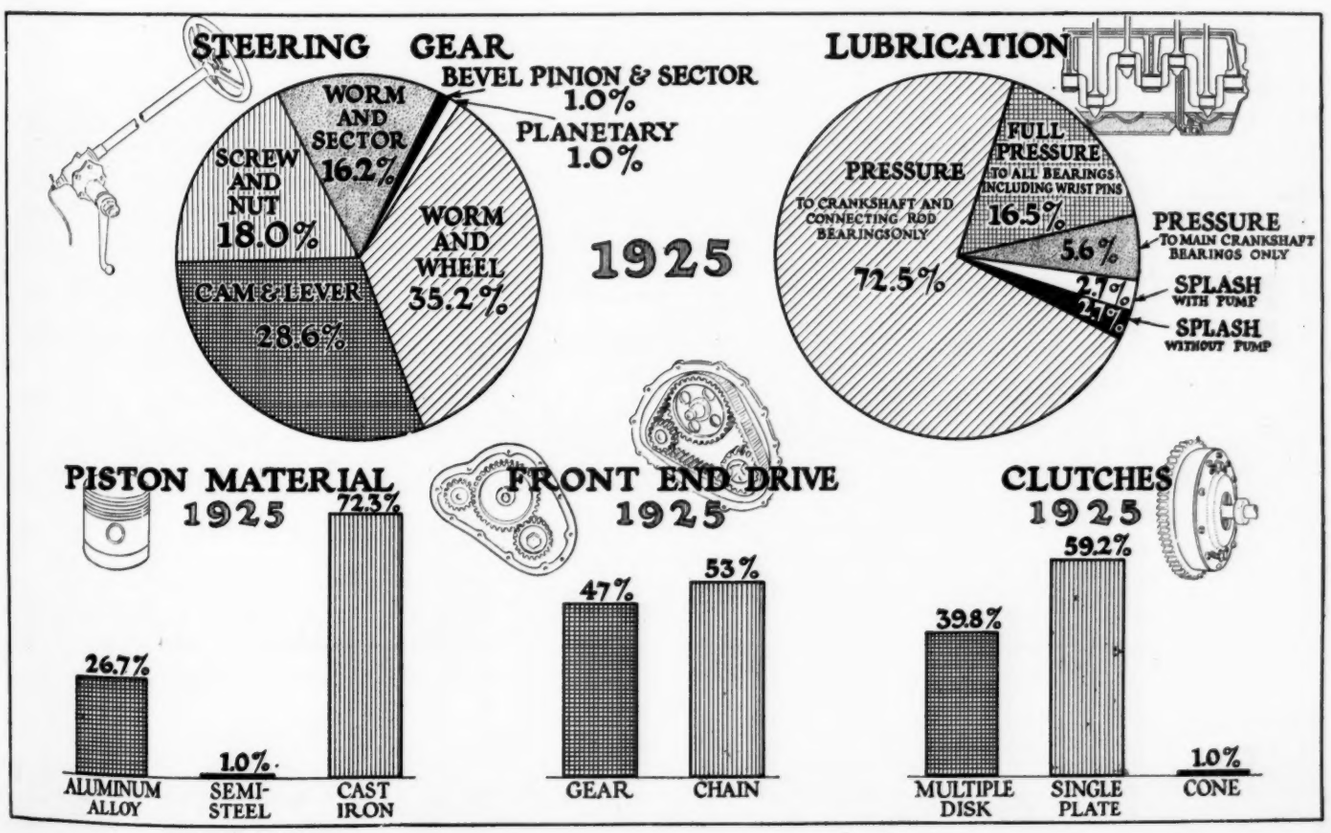
Recent Trends in Passenger Car Design











British Passenger Car Chassis Specifications

MAKE	GENERAL				ENGINE																	ELECTRICAL SYSTEM			TRANSMISSION					REAR AXLE				RUNNING GEAR									Chassis Weight (Lbs.)
												Camshaft			Cooling		Fuel System			Ignition													Springs		Brakes						
	H. P.	Wheelbase (Ins.)	Track (Ins.)	Tire Size, (Ins.)	Number of Cylinders	Bore and Stroke (Ins.)	Point Suspension	Cylinder Head	Valve Arrangement	Cylinders Cast	Cylinders Integral with Crankcase	Piston Material	Location	Drive	Gear Material	Water Circulation	Oiling System	Carburetor Make	Mixture Heating	Feed	Make	Type	Generator	Voltage	Clutch Type	Location	Number of Speeds	Lever Location	Universals	Type	Final Drive	Gear Ratio	Propulsion Taken by	Torque Taken by	Front	Rear	Hand	Foot	Steering Type	Wheels, Type	Chassis Lubrication	
A. B. C.	12	102	47	28x4.5	2	3. 6x3.6	4	D.	I.	1	Sep.	Al.	CC.	He.	St.	Air.	Sp Pr.	Zen.	Exh.	Grav.	Fellow.	M	Yes†	6	S P.	Sep.	4	C.	1-Fab.	½ Fl.	Sp.	4.3	TT.	TT.	¼ El.	¼ El.	I-Rw*	E-Rw	W N.	H S.	PG.	1000
A. C.	12	111	45	27x4.4	4	2. 7x3.9	3	D.	L.	4	Sep.	Al.	CC.	Ch.	Ci.	Th S.	Pr Cs.	Cla.	Exh.	Grav.	Lucas.	M	Yes.	12	S P.	R A.	3	R.	1-Met.	½ Fl.	Wo.	4.5	T T.	T T.	¼ El.	¼ El.	E-Tr.	I-Rw.	Ca.	Disk.	GC.	1200
A. C.	16	117	45	29x4.95	6	2 55x3.9	4	D.	I.	6	Int.	Ci.	OH.	Ch.	St.	Pump.	Pr Cs.	Sol.	Wat.	Grav.	M L.	M	Yes.	12	S P.	R A.	3	R.	1-Met.	½ Fl.	Wo.	4.3	T T.	T T.	¼ El.	¼ El.	I-Rw.	I-Rw.	Ca.	Disk.	GC.	1200
Alvis	11	112	49	29x4.95	4	2. 6x4.3	4	I.	L.	4	Sep.	Al.	CC.	He.	Br.	Th S.	Pr Cs.	Sol.	Exh.	Grav.	B T H.	M	Yes.	12	Co.	Sep.	4	R.	1-Met.	F F.	Sp.	4.5	Sp.	Sp.	½ El.	½ El.	I-Rw*	I-Rw.	W W.	H S.	PG.	1230
Alvis	12	112	49	29x4.95	4	2. 6x4.0	4	D.	I.	4	Sep.	Al.	CC.	He.	Br.	Th S.	Pr Cs.	Sol.	Man.	Grav.	B T H.	M	Yes.	12	Co.	Sep.	4	R.	1-Met.	F F.	Sp.	4.5	Sp.	Sp.	½ El.	½ El.	I-Rw*	I-Rw.	W W.	H S.	PG.	1340
Argyll	12	111	48	30x5.25	4	2. 6x4.0	4	D.	Sl.	4	Int.	Ci.	CC.	He.	.	Th S.	Sp Pr.	Sol.	Wat.	Grav.	M L.	M	Yes.	12	S P.	Eng.	4	R.	2 Fab.	F F.	Sp.	4.5	Sp.	Sp.	½ El.	½ El.	I-Rw.	I-Rw.	W W.	Disk.	PG.	1350
Ariel	10	96	50	26x3	4	2. 3x3.8	4	D.	L.	4	Int.	Ci.	CC.	He.	Ci.	Th S.	Pr Cs.	Smi.	Wat.	Grav.	Lucas.	M	Yes†	6	Co.	R A.	3	R.	1-Met.	½ Fl.	Sp.	4.8	T T.	T T.	¼ El.	¼ El.	I-Rw.	I-Rw.	W W.	H S.	PG.	1020
Armstrong Siddeley.	14	111	56	30x4	4	3.0 x4.0	4	D.	I.	4	Int.	Al.	CC.	Ch.	St.	Pump.	Pr Cs.	Cla.	Exh.	Grav.	B T H.	M	Yes.	6	S P.	T T.	3	C.	1-Met.	½ Fl.	Sp.	4.7	T T.	T T.	¼ El.	¼ El.	I-Rw	I-Rw.	Plan.	Disk.	PG.	1370
Armstrong Siddeley.	18	120	54	32x4¾	6	2.75x4.1	4	I.	I.	3	Sep.	Ci.	CC.	Ch.	Ci.	Pump.	Pr Cs.	Cla.	Exh.	Grav.	B T H.	M	Yes.	12	S P.	T T.	3	C.	1-Met.	½ Fl.	Sp.	4.7	T T.	T T.	½ El.	Cant.	I-Rw*	I-Rw.	W W.	Disk.	PG.	2020
Armstrong Siddeley.	30	135	56	33x5	6	3.5 x5.25	4	I.	I.	3	Sep.	Ci.	CC.	Ch.	Ci.	Pump.	Pr Cs.	Cla.	Exh.	Grav.	Connor.	M	Yes.	12	M D.	T T.	3	C.	1-Met.	½ Fl.	Sp.	3.7	T T.	T T.	½ El.	Cant.	I-Rw*	I-Rw.	W W.	Disk.	PG.	2740
Arrol Johnston	12	114	52	29x4.95	4	2.75x4.3	4	D.	L.	4	Sep.	Ci.	CC.	Ch.	Ci.	Pump.	Pr Cs.	Opt.	Wat.	Grav.	Opt.	M	Yes.	6	Co.	Eng.	4	R.	2-Fab.	½ Fl.	Sp.	4.5	Sp.	T A.	½ El.	¼ El.	I-Rw.	I-Fw.	W W.	Disk.	O C.	1900
Arrol Johnston	16	117	56	30x5.25	4	3.1 x4.7	3	D.	L.	4	Int.	Ci.	CC.	Ch.	Ci.	Pump.	Pr Cs.	Opt.	Wat.	Vac.	Opt.	M	Yes.	12	Co.	Eng.	4	R.	1-Fab.	F F.	Sp.	4.5	Sp.	T T.	½ El.	½ El.	I-Rw.	I-Rw.	W W.	H S.	PG.	2460
Arrol Johnston	20	126	56	32x4.75	4	3.5 x5.1	4	D.	L.	4	Sep.	Ci.	CC.	Ch.	Ci.	Pump.	Pr Cs.	Opt.	Wat.	Vac.	Opt.	M	Yes.	12	S P.	Eng.	4	R.	1-Met.	½ Fl.	Sp.	4.5	T T.	T T.	½ El.	½ El.	I-Rw*	I-Rw.	W S.	H S.	PG.	2680
Ashton Evans	11	96	48	26x3	4	2.6 x4.3	4	I.	I.	4	Sep.	Al.	CC.	Ch.	St.	Th S.	Pr Cs.	Cox.	Man.	Grav.	M L.	M	Yes.	12	Co.	Sep.	3	C.	2-Fab.	F F.	Sp.	4.1	R R	T A.	T½El	T½El.	I-Rw.	I-Tr.	W W.	H S.	PG.	1010
Aster	20	126	56	32x6.2	6	2.9 x4.5	3	D.	I.	6	Sep.	Al.	CC.	Ch.	St.	Pump.	Pr Cs.	Zen.	Wat.	Vac.	Watfd.	M	Yes	12	S P.	Eng.	4	R.	1-Met.	½ Fl.	Sp.	4.2	T T.	T T.	½ El.	Cant.	I-Rw.	I-Fw.	W N.	H S.	PG.	1850
Aston Martin	11	105	50	28x3½	4	2.6 x4.2	4	I.	L.	4	Sep.	St.	CC.	He.	St.	Pump.	Pr Cs.	Opt.	Wat.	Vac.	Opt.	M	Yes.	12	M O.	Sep.	4	R.	1-Met.	F F.	Sp.	4	T T.	T T.	½ El.	½ El.	I-Rw.	I-Fw.	Ca.	Wire.	PG.	1250
Austin	7	75	46	26x3	4	2.2 x3.0	4	D.	L.	4	Sep.	Al.	CC.	He.	Ci.	Th S.	Sp Pr.	Zen.	Exh.	Grav.	Opt.	M	Yes.	6	S P.	Eng.	3	C.	2-Fab.	½ Fl.	Sp.	4.9	Sp.	T T.	T½El.	¼ El.	I-Fw.	I-Rw.	W W.	Wire.	PG.	790(2)
Austin	12	112	52	30x4	4	2.8 x4.0	3	D.	L.	4	Sep.	Al.	CC.	Ch.	St.	Pump.	Pr Cs.	Zen.	Wat.	Vac.	Opt.	M	Yes.	6	S P.	Eng.	4	C.	2-Fab.	½ Fl.	Sp.	5.1	Sp.	Sp.	½ El.	½ El.	I-Tr.	I-Fw.	W W.	H S.	PG.	1460
Austin	20	130	56	32x4½	4	3.75x5.0	3	D.	L.	4	Sep.	Al.	CC.	Ch.	St.	Pump.	Pr Cs.	Zen.	Exh.	Vac.	Opt.	M	Yes.	12	S P.	Eng.	4	C.	2-Met.	½ Fl.	Sp.	3.9	Sp.	Sp.	½ El.	½ El.	I-Tr.	I-Fw.	W W.	H S.	PG.	2200
Autocrat	12	104	48	28x3½	1	2.7 x3.9	4	D.	I.	4	Sep.	Ci.	CC.	He.	St.	Th S.	Spl.	Zen.	Exh.	Grav.	Connor.	M	Yes.	6	Co.	Eng.	4	R.	2-Met.	½ Fl.	Sp.	4.25	Sp.	Sp.	½ El.	½ El.	I-Rw.	I-Rw.	W N.	Disk.	PG.	1400
Baylis Thomas	11	108	48	26x3	4	2.6 x3.9	4	D.	L.	4	Int.	Ci.	CC.	Ch.	St.	Th S.	Sp Pr.	Zen.	Exh.	Grav.	B T H.	M	Yes.	6	Co.	Eng.	3	C.	2-Fab.	½ Fl.	Sp.	5	Sp.	Sp.	½ El.	½ El.	I-Rw*	I-Rw.	W W.	H S.	PG.	1150
Baylis Thomas	12	108	48	27x4.4	4	2.7 x4.3	4	I.	L.	4	Sep.	Ci.	CC.	Ch.	St.	Th S.	Pr Cs.	Zen.	Exh.	Grav.	B T H.	M	Yes.	6	Co.	Eng.	3	C.	2-Fab.	½ Fl.	Sp.	5	Sp.	Sp.	½ El.	½ El.	I-Rw*	I-Rw.	W W.	H S.	PG.	1220
Baylis Thomas	13	114	52	30x4	4	2.7 x4.7	4	D.	I.	4	Sep.	Ci.	CC.	He.	St.	Th S.	Sp Pr.	Zen.	Wat.	Vac.	B T H.	M	Yes.	12	Co.	Eng.	4	R.	2-Fab.	½ Fl.	Sp.	4.5	Sp.	Sp.	½ El.	½ El.	I-Rw*	I-Rw.	W W.	H S.	PG.	1400
Bean	12	105	49	30x3½	4	2.7 x4.7	4	D.	L.	4	Int.	Ci.	CC.	Ch.	St.	Th S.	Pr Cs.	Smi.	Wat.	Vac.	M L.	M	Yes.	12	M D.	Eng.	4	R.	2-Met.	½ Fl.	Sp.	4.7	Sp.	Sp.	½ El.	½ El.	I-Rw.	I-Fw.	W N.	H S.	PG.	1500
Bean	14	114	56	31x4	4	2.9 x5.3	4	D.	L.	4	Int.	Al.	CC.	Ch.	St.	Pump.	Pr Cs.	Smi.	Wat.	Vac.	M L.	M	Yes.	12	M D.	Eng.	4	R.	2-Met.	½ Fl.	Sp.	4.5	Sp.	Sp.	½ El.	½ El.	I-Rw.	I-Fw.	W N.	H S.	PG.	1950
Beardmore	14	126	54	32x4.½	4	2 95x5.1	4	D.	L.	4	.	Al.	CC.	Ch.	.	Pump.	Pr Cs.	Zen.	Man.	Pres.	Opt.	M	Yes	12	S P.	Eng.	4	C.	2-Met.	½ Fl.	Sp.	4.5	Sp.	Sp.	½ El.	½ El.	I-Rw.	I-Fw.	W N.	H S.	PG.	1780
Belsize	10	105	50	28x5	4	2.5 x3.9	3	D.	I.	4	Sep.	Al.	CC.	Ch.	St.	Th S.	Pr Cs.	Zen.	Wat.	Grav.	Opt.	M	Yes.	6	M D.	Eng.	3	C.	2-Fab.	½ Fl.	Sp.	5	Sp.	Sp.	½ El.	½ El.	I-Rw*	I-Rw.	W N.	H S.	PG.	1350
Belsize	14	120	52	30x4	6	2.5 x3.9	3	D.	I.	6	Sep.	Al.	CC.	Ch.	St.	Th S.	Pr Cs.	Zen.	Wat.	Vac.	Opt.	M	Yes.	12	M D.	Eng.	4	R.	2-Fab.	½ Fl.	Sp.	4.7	Sp.	Sp.	½ El.	½ El.	I-Rw.	I-Fw.	W N.	H S.	PG.	1800
Belsize	20	150	56	33x5	8	2.5 x3.9	3	D.	I.	4	Sep.	Al.	CC.	Ch.	St.	Pump.	Pr Cs.	Zen.	Wat.	Vac.	Opt.	M	Yes.	12	M D.	Eng.	4	R.	2-Fab.	F F.	Sp.	5.1	Sp.	Sp.	½ El.	½ El.	I-Rw.	I-Fw.	W N.	H S.	PG.	2700
Bentley	16	130	56	32x4½	4	3.1 x5.8	3	I.	I(3).	4	Sep.	Al.	OH.	Be.	St.	Pump.	Pr Cs.	Smi.	Wat.	Vac.	M L.	M	Yes.	12	Co.	Sep.	4	R.	2-Met.	½ Fl.	Sp.	4.25	Sp.	Sp.	½ El.	½ El.	I-Rw.	I-Fw.	W W.	Wire.	PG.	2180
Beverley Barnes	35	150	58	36x5	8	3.1 x4.7	4	D.	I.	8	Sep.	Al.	OH.	He.	St.	Pump.	Sp Pr.	Zen.	Man.	Vac.	Scint.	M	Yes.	12	M D.	Eng.	3	C.	1-Met.	½ Fl.	Sp.	4.3	Sp.	Sp.	½ El.	½ El.	I-Rw.	I-Fw.	W W.	H S.	PG.	3100
Beverley Barnes	28	150	58	36x5	8	2.9 x4.4	4	D.	I.	8	Sep.	Al.	OH.	He.	St.	Pump.	Sp Pr.	Zen.	Man.	Vac.	Scint.	M	Yes.	12	M D.	Eng.	3	C.	1-Met.	½ Fl.	Sp.	4.3	Sp.	Sp.	½ El.	½ El.	I-Rw.	I-Fw.	W W.	H S.	PG.	2850
B. S. A.	10	96	48	26x3	2	3.5 x3.3	4	I.	I.	1	Sep.	Al.	CC.	Sp.	St.	Air.	Spl.	Own	Opt.	Grav.	Opt.	B.	Yes.	12	D P.	Eng.	3	C.	1-Met.	½ Fl.	Wo.	4.8	T T.	T T.	¼ El.	¼ El.	I-Rw.	I-Rw.	Bev.	Disk.	PG.	1180
B. S. A.	14	106	48	28x3½	4	2.8 x4.1	4	D.	Sl.	4	Sep.	Al.	CC.	Ch.	.	Pump.	Sp Pr.	Own	Opt.	Vac.	Opt.	B.	Yes.	12	D P.	Eng.	3	C.	1-Met.	½ Fl.	Wo.	4.2	T T.	T T.	¼ El.	¼ El.	I-Rw.	I-Rw.	Bev.	Disk.	PG.	1400
B. S. A.	16	118	52	28x3½	6	2.5 x3.7	4	D.	Sl.	6	Sep.	Al.	CC.	Ch.	.	Pump.	Sp Pr.	Own	Opt.	Vac.	Opt.	B.	Yes.	12	D P.	Eng.	3	C.	2-Met.	½ Fl.	Wo.	4.2	Sp.	Sp.	½ El.	½ El.	I-Tr.	I-Rw.	Bev.	Disk.	PG.	1680
Calcott	10	102	45	27x4.4	4	2.55x4.3	4	D.	L.	4	Sep.	Al.	CC.	Ch.	St.	Th S.	Spl.	Zen.	Wat.	Grav.	Lucas.	M	Yes.	12	S P.	Sep.	3	R.	2-Fab.	F F.	Sp.	4.3	Sp.	Sp.	½ El.	½ El.	I-Rw.	I-Rw.	W S.	H S.	PG.	1180
Calcott	12	112	54	29x4.95	4	2.8 x4.7	4	D.	L.	4	Sep.	Al.	CC.	Ch.	St.	Th S.	Spl.	Zen.	Wat.	Vac.	Lucas.	M	Yes.	12	S P.	Sep.	4	R.	2-Fab.	½ Fl.	Sp.	4.5	Sp.	Sp.	½ El.	½ El.	I-Rw*	I-Rw.	W W.	H S.	PG.	1250
Calthorpe	10	99	46	27x4.4	4	2.55x3.9	4	I.	L.	4	Sep.	Ci.	CC.	Ch.	St.	Th S.	Pr Cs.	.	Man.	Grav.	.	M	Yes.	6	Co.	Eng.	3	C.	1-Met.	½ Fl.	Sp.	4.5	T T.	T T.	¼ El.	¼ El.	I-Rw.	I-Rw.	W W.	H S.	PG.	1120
Calthorpe	12	108	48	28x4.95	4	2.7 x3.9	4	D.	L.	4	Sep.	Al.	CC.	Ch.	St.	Pump.	Sp Pr.	.	Man.	Grav.	.	M	Yes.	12	M D.	Eng.	4	R.	2-Fab.	½ Fl.	Sp.	4.8	Sp.	Sp.	½ El.	½ El.	I-Rw.	I-Rw.	W W.	H S.	PG.	1150
Calthorpe	15	108	48	29x4.95	6	2.55x3.9	3	D.	I.	6	Sep.	Ci.	OH.	Be.	St.	Pump.	Pr Cs.	.	Wat.	Grav.	.	B.	Yes.	12	Co.	Eng.	3	C.	1-Met.	½ Fl.	Sp.	4.7	T T.	T T.	½ El.	½ El.	I-Rw.	I-Fw.	W N.	Disk.	PG.	1530
Charron Laycock	10	108	45	28x3½	4	2.55x4.3	4	D.	L.	4	Sep.	Ci.	CC.	He.	NM	Th S.	Pr Cs.	Zen.	Wat.	Vac.	Simms.	M	Yes.	6	Co.	Sep.	4	R.	2-Fab.	F F.	Sp.	5	Sp.	Sp.	½ El.	½ El.	I-Rw.	I-Rw.	W W.	H S.	PG.	1340
Cluley	10	96	45	27x4.40	4	2.55x4.3	4	D.	L.	4	Sep.	Al.	CC.	Sp.	St.	Th S.	Pr Cs.	Sol.	Wat.	Grav.	M L.	M	Yes.	12	Co.	Eng.	3	C.	2-Fab.	½ Fl.	St.	4.4	Sp.	Sp.	½ El.	½ El.	I-Rw.	I-Rw.	W S.	H S.	PG.	1460
Cluley	14	111	52	30x5.25	4	2.95x4.3	4	D.	L.	4	Sep.	Al.	CC.	Sp.	St.	Th S.	Pr Cs.	Sol.	Wat.	Grav.	M L.	M	Yes.	12	Co.	Sep.	4	R.	2-Fab.	F F.	Sp.	4.4	Sp.	Sp.	½ El.	½ El.	I-Rw.	I-Rw.	W S.	H S.	PG.	1650
Clyno	11	105	48	28x4.5	4	2.6 x3.9	4	D.	L.	4	Int.	Ci.	CC.	Ch.	St.	Th S.	Spl.	.	Cox.	Wat.	Grav.	Fellow.	M	Yes.	6	Co.	T T.	3	R.	1-Met.	½ Fl.	Sp.	4.5	T T.	T T.	¼ El.	¼ El.	I-Rw*	I-Rw.	W N.	H S.	PG.	1200
Crossley	14	112	54	30x3½	4	3.1 x4.7	3	D.	L.	4	Sep.	Al.	CC.	Ch.	St.	Th S.	Pr Cs.	Sol.	Man.	Grav.	M L.	M	Yes.	12	S P.	Eng.	3	C.	2-Fab.	½ Fl.	Sp.	4	Sp.	Sp.	½ El.	½ El.	I-Tr*	I-Rw.	W W.	H S.	OC.	1280
Crossley	20	124	55	32x4½	4	3.5 x5.9	4	D.	L.	4	Sep.	Al.	CC.	Ch.	St.	Pump.	Pr Cs.	Smi.	Man.	Vac.	Lucas.	M	Yes.	12	Co.	Sep.	4	R.	2-Fab.	½ Fl.	Sp.	3.5	Sp.	Sp.	½ El.	½ El.	I-Rw*	I-Tr.	W W.	H S.	OC.	2240
Crossley	25	135	54	36x4½	4	4.0 x5.5	3	D.	L.	2	Sep.	Al.	CC.	Ch.	St.	Pump.	Pr Cs.	Smi.	Wat.	Vac.	Lucas.	M	Yes.	12	Co.	Sep.	4	R.	2-Met.	F F.	Sp.	4	T T.	T T.	½ El.	¾ El.	I-Rw.	I-Tr.	W W.	Wire.	GC.	3080
Crouch	12	108	48	28x3½	4	2.7 x3.9	3	D.	L.	4	Int.	Al.	CC.	Ch.	St.	Th S.	Pr Cs.	Cox.	Wat.	Grav.	Blic.	M	Yes.	12	Co.	T T.	3	C.	1-Fab.	½ Fl.	Sp.	4.4	T T.	T T.	¼ El.	¼ El.	E-Rw*	I-Rw.	R&P.	H S.	GC.	920
Cubitt	16	121	53	32x4	4	3.1 x5.5	4	D.	L.	4	Int.	Ci.	CC.	He.	NM	Th S.	Pr Cs.	Smi.	Wat.	Vac.	.	B.	Yes.	12	Co.	Sep.	4	R.	2-Fab.	F F.	Wo.	4.7	R R	T A.	½ El.	Cant.	I-Rw.	E-Tr.	W W.	Disk.	PG.	2100
Daimler	16	118	52	30x4	6	2.55x3.7	4	D.	Sl.	6	Sep.	Al.	CC.	Ch.	St.	Pump.	Sp Pr.	Own	Exh.	Vac.	.	B.	Yes.	12	D P.	Eng.	3	C.	2-Met.	½ Fl.	Wo.	5.1	Sp.	Sp.	½ El.	½ El.	I-Tr.	I-Fw.	Bev.	Wire.	PG.	1680
Daimler (6)	20	129	52	32x4½	6	2.80x4.1	4	D.	Sl.	6	Sep.	Al.	CC.	Ch.	St.	Pump.	Sp Pr.	Own	Exh.	Vac.	.	B.	Yes.	12	S P.	Sep.	4	C.	2-Met.	½ Fl.	Wo.	5.8	Sp.	Sp.	½ El.	½ El.	I-Tr.	I-Fw.	W W.	Wire.	PG.	2180
Daimler	21	136	57	36x5	6	2.95x4.5	4	D.	Sl.	6	Sep.	Al.	CC.	Ch.	St.	Pump.	Sp Pr.	Own	Exh.	Vac.	.	B.	Yes.	12	S P.	Sep.	4	R.	2-Met.	½ Fl.	Wo.	5.1	Sp.	Sp.	½ El.	½ El.	I-Tr.	I-Fw.	W W.	Wire.	PG.	2630
Daimler (6)	25	136	54	36x5	6	3.2 x4.5	4	D.	Sl.	6	Sep.	Al.	CC.	Ch.	St.	Pump.	Sp Pr.	Own	Exh.	Vac.	.	B.	Yes.	12	S P.	Sep.	4	R.	2-Met.	½ Fl.	Wo.	4.1	Sp.	Sp.	½ El.	½ El.	I-Tr.	I-Fw.	W W.	Wire.	PG.	2460
Daimler	30	142	57	36x5	6	3.5 x5.1	4	D.	Sl.	2	Sep.	Al.	CC.	Ch.	St.	Pump.	Sp Pr.	Own	Wat.	Pres.	.	M	Yes.	12	S P.	Sep.	4	R.	2-Met.	F F.	Wo.	3.6	Sp.	Sp.	½ El.	½ El.	I-Tr.	I-Fw.	W W.	Wire.	PG.	3416
Daimler (6)	35	149	56	36x5	6	3.8 x5.1	4	D.	Sl.	2	Sep.	Al.	CC.	Ch.	St.	Pump.	Sp Pr.	Own	Exh.	Vac.	.	B.	Yes.	12	S P.	Sep.	4	R.	2-Met.	½ Fl.	Wo.	3.5	Sp.	Sp.	½ El.	½ El.	I-Tr.	I-Fw.	W W.	Wire.	PG.	3360
Daimler	45	146	57	36x6	6	4.3 x5.1	4	D.	Sl.	2	Sep.	Al.	CC.	Ch.	St.	Pump.	Sp Pr.	Own	Wat.	Pres.	.	M	Yes.	12	S P.	Sep.	4	R.	2-Met.	F F.	Wo.	3.3	Sp.	Sp.	½ El.	½ El.	I-Tr.	I-Fw.	W W.	Wire.	PG.	3700
Daimler (6)	45	162	60	36x6	6	4.6 x5.1	4	D.	Sl.	2	Sep.	Al.	CC.	Ch.	St.	Pump.	Sp Pr.	Own	Wat.	Pres.	.	K	Yes.	12	S P.	Sep.	4	R.	2-Met.	F F.	Wo.	3.3	Sp.	Sp.	½ El.	½ El.	I-Tr.	I-Fw.	W W.	Wire.	PG.	4250
Day Leeds	10	93	45	26x3	4	2.5 x3.9	4	I.	T.	4	Int.	Ci.	CC.	Ch.	St.	Th S.	Spl.	.	SU.	Wat.	Vac.	M	L.	Yes.	12	Co.	Sep.	3	R.	1-Met.	¾ Fl.	Sp.	4.46	T T.	Sp.	½ El.	½ El.	I-Rw.	I-Rw.	W S.	H S.	GC.	950
Erie Campbell	10	102	43	28x3½	4	2.6 x4.3	4	D.	L.	4	Sep.	Al.	CC.	Ch.	St.	Ta S.	Pr Cs.	Zen.	.	Grav.	B T H.	M	Yes.	.	Co.	Sep.	3	C.	2-Fab.	½ Fl.	Sp.	4.3	Sp.	T A.	½ El.	Cant.	I-Rw.	E-Tr.	Ca.	Disk.	GC.	1200
Galloway	10	114	52	28x4.95	4	2.65x4.3	4	D.	L.	4	Sep.	Ci.	CC.	Ch.	Ci.	Pump.	Pr Cs.	.	Wat.	Grav.	.	M	Yes.	6	Co.	Eng.	4	R.	1-Fab.	½ Fl.	Sp.	4.5	Sp.	T T.	¼ El.	¼ El.	I-Rw.	I-Rw.	W W.	Disk.	OC.	1340
Galloway	12	114	52	28x4.95	4	2.75x4.3	4	D.	L.	4	Sep.	Ci.	CC.	Ch.	Ci.	Pump.	Pr Cs.	.	Wat.	Grav.	.	M	Yes.	6	Co.	Eng.	4	R.	1-Fab.	½ Fl.	Sp.	4.5	Sp.	T T.	½ El.	¼ El.	I-Rw.	I-Rw.	W W.	Disk.	OC.	1450
Guy	13	113	52	31x4	4	2.8 x4.7	3	D.	L.	4	Sep.	Al.	CC.	He.	NM	Th S.	Spl.	.	Zen.	.	Grav.	.	M	Yes.	.	Co.	Eng.	4	R.	2-Fab.	½ Fl.	Sp.	4.4	Sp.	Sp.	½ El.	½ El.	I-Fw.	I-Rw.	W W.	H S.	GC.	1950
G. W. K.	10	111	48	28x4.5	4	2.6 x3.9	4	D.	L.	4	Int.	Ci.	CC.	Ch.	St.	Th S.	Spl.	.	Zen.	Man.	Grav.	Fellow.	M	Yes.	6	(7)	.	.	.	.	.	.	4.25	Sp.	Sp.	¼ El.	¼ El.	E-Tr*	I-Rw.	Epic.	Wire.	PG.	1090
Gwynne	8	87	42	28x3	4	2.1 x3.9	3	D.	I.	4	Sep.	Al.	CC.	He.	Ci.	Th S.	Pr Cs.	SU.	Wat.	Grav.	Fellow.	M	Yes.	6	Co.	T T.	3	C.	1-Fab.	½ Fl.	Sp.	4.8	T T.	T T.	½ El.	½ El.	I-Rw.	I-Rw.	W W.	H S.	PG.	980
Gwynne	14	118	54	30x4	4	2.9 x4.3	3	D.	I.	4	Sep.	Al.	CC.	Ch.	St.	Th S.	Pr Cs.	SU.	Wat.	Vac.	Fellow.	M	Yes.	12	S P.	Sep.	4	C.	1-Fab.	F F.	Sp.	4.6	T T.	T T.	½ El.	Cant.	I-Rw*	I-Rw.	W W.	H S.	PG.	1460
Hampton	10	104	48	28x3¼	4	2.5 x3.9	3	D.	I.	4	Int.	Ci.	CC.	He.	Br.	Th S.	Spl.	.	Zen.	Wat.	Grav.	Blic.	M	Yes.	6	Co.	Eng.	4	R.	2-Fab.	F F.	Sp.	4.5	Sp.	Sp.	½ El.	½ El.	I-Rw*	I-Rw.	W S.	H S.	PG.	1250

| | | |

Continental Passenger Car Chassis Specifications

FRENCH

MAKE AND MODEL	Wheelbase (In.)	Tread (In.)	Tire Size (In.)	ENGINE: No. of Cylinders Bore and Stroke (In.)	No. of Main Bearings	Cylinders: Head	Valve Arrangement	No. Cast in One Block	Cast with Upper Half of Crankcase	Piston Material	Camshaft: Location	Camshaft: Drive	Oiling System Type	Water Circulation	Fuel System: Carbureter Make	Intake Heated By	Fuel Feed	ELECTRICAL SYSTEM: Electrical System Make	Current Sources	Battery Voltage	Equipped with Electrical Starter and Generator	TRANSMISSION: Clutch Type	Gearset: Location	No. of Forward Speeds	Position of Gearshift Lever	Universal Joint Type	Rear Axle: Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	RUNNING GEAR: Springs: Front	Springs: Rear	Brakes	Operated Through	Steering Gear, Type	Chassis Lubrication	Wheels Standard Equipment
Alba	118	49	765x105	4-2.75x5.11	2	Int...	I...	4	Sep...	CI..	CC.	Heli...	Pre...	ThS...	Zen...	Non..	V...	Opt....	Mag..	6	Yes.	Co....	Sep..	4	R..	Met..	ST..	4.2	SP....	SP....	½El..	½El..	RX..	Rod..	WS..	PG.	Disk..
Alba	112	49	760x 90	4-2.55x5.11	2	Int...	I...	4	Sep...	CI..	CC.	Heli...	Pre...	ThS...	Zen...	Non..	V...	Opt....	Mag..	6	Yes	Co....	Sep..	3	R..	Met..	ST..	4.5	SP....	SP....	½El..	½El..	RX..	Rod..	WS..	GC.	Disk..
Amilcar	91	43	700x 80	4-2.16x3.74	2	Det...	L...	4	Int...	Al..	CC.	Heli...	Spl...	ThS...	Sol...	Wat..	G...	Duc....	Mag..	6	Yes.	MD...	Eng..	3	C..	Fab..	Sp.	4.2	SP....	TT....	¼El..	¼El..	RX..	Rod..	WS..	PG..	Wire..
Amilcar	96	43	700x 80	4-2.28x3.74	2	Det...	L...	4	Int...	Al..	CC.	Heli...	Spl...	ThS...	Sol...	Wat..	G...	Duc....	Mag..	6	Yes.	MD...	Eng..	3	R..	Fab..	Sp.	4.5	SP....	TT....	½El..	Cant..	RX..	Rod..	WS..	PG.	Wire..
Amilcar	118	51	765x105	4-2.63x4.40	2	Det...	L...	4	Int...	Al..	CC.	Heli...	Spl...	ThS...	Sol...	Wat..	V...	Duc....	Mag..	6	Yes.	MD...	Eng..	4	C.	Fab.	Sp.	4.2	TT....	TT....	½El..	Cant.	FR..	Rod..	WS..	PG.	Disk .
Aries	99	40	650x 65	4-2.36x3.34	2	Det...	I...	4	Int...	CI..	OH.	Heli...	Pum..	ThS...	Zen...	Non..	G...	Opt....	Mag..	6	Yes.	MD...	Sep..	3	C..	Fab.	ST..	....	SP....	SP....	½El..	½El..	FR..	Rod..	WS..	PG.	Disk .
Aries	114	49	815x105	4-2.83x4.72	2	Det...	I...	4	Sep...	CI..	OH.	Heli...	Pum..	ThS...	Zen...	Non..	G...	Opt....	Mag..	6	Yes.	MD...	Sep..	4	C..	Fab.	ST..	....	SP....	TT....	½El..	½El..	FR..	Rod..	WS..	GC.	Disk .
Aries	125	54	880x120	4-3.34x5.51	3	Det...	L...	4	Sep...	CI..	CC.	Heli...	Pum..	ThS...	Zen...	Wat..	V...	Opt....	Mag..	6	Yes.	MD...	Eng..	4	R..	Met..	ST..	....	SP....	TT....	½El..	½El..	FR..	Rod..	WS..	GC.	Disk .
Autran	132	56	880x120	4-3.34x5.11	3	Det...	L...	4	Sep...	CI..	CC.	Heli...	Pre...	Pump.	Zen...	Non..	V...	Ble....	Mag..	12	Yes.	MD...	Eng..	4	R..	Met..	Sp.	4.0	TT....	TT....	½El..	Cant..	RX..	Rod..	WN...	GC.	Wire .
Ballot	122	53	820x120	4-2.75x5.11	3	Det...	I...	4	Sep...	Al..	OH.	Heli...	Pum..	Pump.	Zen...	Wat..	V...	Del....	M&B.	6	Yes.	MD...	Eng..	4	R..	Met..	Sp.	4.0	TT....	TT....	½El..	½El..	FR..	Rod..	WN...	PG.	Wire .
Barré	114	49	760x 90	4-2.63x4.72	2	Int...	L...	4	Sep...	CI..	CC.	Chai..	Pum..	ThS...	Sol...	Wat..	G...	Del....	Mag..	6	Yes.	MD...	Eng..	4	R..	Met..	Sp.	4.28	SP....	TT....	½El..	Cant..	TR..	Rod..	WS..	GC.	Wire .
Barré	120	55	765x105	4-2.95x5.11	2	Int...	L...	4	Sep...	CI..	CC.	Chai..	Pre...	ThS...	Zen...	Wat..	G...	Duc....	Mag..	12	Yes.	Co....	Sep ..	4	R..	Met..	Sp.	4.0	SP....	TT....	½El..	Cant..	TR..	Rod..	WS ..	GC.	Wire .
Barré	118	51	765x105	4-2.75x4.33	2	Det...	I...	4	Sep...	Al..	OH.	Heli...	Pre...	ThS...	Sol...	Wat..	V...	Duc....	Mag..	6	Yes.	MD...	Eng..	4	R..	Met..	Sp.	4.28	SP....	TT....	½El..	½El..	TR..	Rod..	WS ..	GC.	Wire .
Bazelaire	102	47	700x 80	4-2.44x3.70	2	Det...	I...	4	Sep...	CI..	OH.	Heli...	Pre...	ThS...	Sol...	Wat..	V...	Duc....	Mag..	6	Yes.	Co....	Eng..	4	R..	Met..	Sp.	5.0	SP....	SP....	½El..	½El..	FR..	Rod..	WN...	PG.	Wire .
Bazelaire	114	51	765x105	4-2.83x4.33	2	Det...	I...	4	Sep...	Al..	OH.	Heli...	Pre...	ThS...	Sol...	Wat..	V...	Duc....	Mag..	6	Yes.	MD...	Eng..	4	R..	Met..	Sp.	4.6	SP....	SP....	½El..	½El..	FR..	Rod..	WN...	PG.	Wire .
Bazelaire	114	51	765x105	4-2.83x4.72	2	Det...	I...	4	Sep...	Al..	OH.	Heli...	Pre...	ThS...	Sol...	Wat..	V...	Duc....	Mag..	6	Yes.	MD...	Eng..	4	R..	Met..	Sp.	4.6	SP....	SP....	½El..	½El..	FR..	Rod..	WN...	PG.	Wire .
Bé lé ia	104	40	650x 65	2-3.14x3.93	2	Int...	L...	1	Sep...	CI..	CC.	Spur..	Spl...	ThS...	Zen...	Non..	G...	Gad....	Mag..		No..	Fr ..	Sep ..	3	R..	Non..	Be.	3.5	SP....	RR ..	½El..	Cant..	TR..	Rod..	Bl....	GC.	Wire .
Bé lé ia	104	40	650x 65	1-2.99x2.99	2	Int...	V...	1	Sep...	CI..	No..	None..	Spl...	Air...	Zen...	Non..	G...	Gad....	Mag..		No..	Fr ..	Sep ..	3	R..	Non..	Be.	3.5	SP....	RR ..	½El..	Cant..	TR..	Rod..	Bl....	GC.	Wire .
Lecheroau	110	57	710x 90	4-2.55x3.54	2	Det...	I...	4	Sep...	CI..	OH.	Spur..	Pre...	ThS...	Sol...	Wat..	G...	Ble....	Mag..	6	Yes.	Co....	Eng..	3	R..	Met..	Sp.	....	SP....	SP....	½El..	....	RX..	Rod..	....	GC.	Wire .
Benjamin	90	43	650x 65	2-2.59x3.14	2	Det...	V...	2	Sep...	Al..	No..	None..	Spl...	ThS...	Sol...	Non..	G...	Opt....	Mag..	6	No..	MD...	Eng..	3	C..	Fab..	ST..	....	TT....	TT....	T½E..	¼El..	RX..	Rod..	WS..	PG.	Disk..
Benjamin	90	43	700x 80	3-2.59x3.14	2	Det...	V...	3	Sep...	Al..	No..	None..	Spl...	ThS...	Sol...	Non..	G...	Opt....	Mag..	6	No..	MD...	Eng..		C..	Fab..	ST.	....	TT....	TT....	T½E..	¼El..	RX..	Rod..	WS..	PG.	Disk..
Berliet	110	57	710x 90	4-2.44x3.77	2	Det...	I...	4	Int...	Al..	CC.	Heli...	Pre...	ThS...	Zen...	Wat..	G...	SEV....	Mag..	6	Yes.	SP....	Eng..	4	C..	Fab.	Sp.	6.2	SP....	SP....	½El..	½El..	FR..	Cab..	WS..	PG.	Disk..
Berliet	120	56	765x105	4-3.14x5.11	3	Det...	L...	4	Sep...	CI..	CC.	Heli...	Pre...	ThS...	Sol...	Wat..	V...	N Ea...	Mag..	12	Yes.	MD...	Eng..	3	C..	Fab..	Sp.	3.8	SP....	TT....	½El..	Cant.	TR..	Rod..	WW..	PG.	Wood.
Berliet	124	56	820x120	4-3.14x5.11	3	Det...	L...	4	Sep...	CI..	CC.	Heli...	Pre...	ThS...	Sol...	Wat..	V...	N Ea...	Mag..	12	Yes.	MD...	Eng..	4	C..	Fab ..	Sp.	4.5	SP....	TT....	½El..	Cant.	TR..	Rod..	WW..	PG.	Wood.
Berliet	130	56	820x120	4-3.14x5.11	3	Det...	I...	4	Sep...	Al..	CC.	Heli...	Pre...	Pump.	Sol...	Wat..	V...	N Ea...	Mag..	12	Yes.	MD...	Eng..	4	C..	Fab..	Sp.	4.5	SP....	TT....	½El..	½El..	FR..	Rod..	WW..	PG.	Wood.
Berliet	124	56	820x120	4-3.54x5.11	3	Det...	L...	4	Sep...	CI..	CC.	Heli...	Pre...	Pump.	Zen...	Wat..	V...	N Ea...	Mag..	12	Yes.	MD...	Eng..	4	C..	Fab..	Sp.	4.5	SP....	TT....	½El..	Cant.	FT..	Rod..	WW..	PG.	Wood.
Berliet	141	57	895x150	4-3.74x5.51	3	Det...	I...	4	Sep...	Al..	CC.	Heli...	Pre...	Pump.	Zen...	Wat..	V...	N Ea...	Mag..	12	Yes.	MD...	Eng..	4	C..	Fab..	Sp.	4.7	TT....	TT....	½El..	½El..	FT..	Rod..	WN..	PG.	Wire .
Bignan	118	51	820x120	4-2.75x4.1	3	Det...	I...	4	Sep...	Al..	OH.	Heli...	Pre...	Pump.	Vie...	Wat..	V...	Mar....	Bat...	12	Yes.	SP....	Eng..	4	C..	Met..	Sp.	5.0	SP....	SP....	½El..	½El..	FT..	Rod..	WW..	PG.	Wire .
Bignan	130	51	820x120	4-2.95x4.37	3	Det...	I...	4	Sep...	Al..	OH.	Heli...	Pre...	Pump.	Vie...	Wat..	V...	Mar....	Bat...	12	Yes.	SP....	Eng..	4	C..	Met..	Sp.	5.0	SP....	SP....	½El..	½El..	FT..	Rod..	WW..	PG.	Wire .
B.N.C.	90	39	700x 80	4-2.16x3.70	2	Det...	L...	4	Sep...	CI..	CC.	Spur..	Pum..	ThS...	Zen...	Wat..	G...	Opt....	Mag..		No..	MD...	Eng..	3	R..	Fab..	ST.	4.4	SP....	SP....	¼El.	Cant.	RX..	Rod..	WS..	PG.	Opt...
B.N.C.	90	39	700x 80	4-2.24x3.74	2	Det...	L...	4	Sep...	Al..	CC.	Spur..	Pum..	ThS...	Sol...	Wat..	G...	Opt....	Mag..		No..	MD...	Eng..	3	R..	Fab..	ST.	4.0	SP....	SP....	¼El.	Cant.	RX..	Rod..	WS..	PG.	Opt...
B.N.C.	98	39	700x 80	4-2.16x3.70	2	Det...	L...	4	Sep...	CI..	CC.	Spur..	Pum..	ThS...	Zen...	Wat..	G...	Opt....	Mag..		No..	MD...	Eng..	3	R..	Fab..	ST.	4.4	SP....	SP....	¼El.	Cant.	RX..	Rod..	WS..	PG.	Opt...
B.N.C.	98	39	700x 80	4-2.24x3.74	2	Det...	L...	4	Sep...	Al..	CC.	Spur..	Pum..	ThS...	Sol...	Wat..	G...	Opt....	Mag..		No..	MD...	Eng..	3	R..	Fab..	ST.	4.0	SP....	SP....	¼El.	Cant.	RX..	Rod..	WS..	PG.	Opt...
Bellee, Léon	118	51	765x105	4-2.83x4.72	3	Det...	I...	4	Sep...	Al..	CC.	Chai..	Pre...	Pump.	Sol...	Wat..	G...	SEV....	Mag..	12	Yes.	MD...	Eng..	4	R..	Met..	Sp.	4.5	SP....	TT....	½El..	Cant.	FR..	Rod..	WS..	PG.	Wood.
Bellee, Léon	128	51	820x120	4-2.83x4.72	3	Det...	I...	4	Sep...	Al..	CC.	Chai..	Pre...	Pump.	Sol...	Wat..	G...	SEV....	Mag..	12	Yes.	MD...	Eng..	4	R..	Met..	Sp.	4.5	SP....	TT....	½El..	Cant.	FR..	Rod..	WS..	PG.	Wood.
Brasier	122	53	815x105	4-2.91x4.72	5	Det...	I...	4	Sep...	CI..	CC.	Heli...	Pum..	Pump.	Cos..	Wat..	V...	Duc....	Delco.	12	Yes.	MD...	Eng..	4	R..	Met..	Sp.	....	TT....	TT....	½El..	½El..	FR..	Cab..	WS..	PG.	Wood.
Brasier	125	55	820x120	4-2.91x4.72	5	Det...	I...	4	Sep...	CI..	CC.	Heli...	Pum..	Pump.	Cos..	Wat..	V...	Duc....	B&M.	12	Yes.	MD...	Eng..	4	R..	Met..	Sp.	....	TT....	TT....	½El..	½El..	FR..	Cab..	WS..	PG.	Wood.
Buchet	114	46	760x 90	4-2.63x4.33	2	Det...	I...	4	Sep...	CI..	CC.	Chai..	Pum..	ThS...	Zen...	Wat..	V...	Duc....	Mag..	12	Yes.	Co....	Eng..	4	C..	Met..	Sp.	4.1	SP....	SP....	½El..	½El..	FR..	Rod..	WW..	PG.	Wire .
Bugatti	100	43	710x 90	4-2.71x3.93	3	Int...	I...	4	Sep...	Al..	OH.	Heli...	Pre...	Pump.	Zen...	Exh...	P..	Opt....	Mag..		Yes.	MD...	Sep..	4	R..	Met..	ST.	3.4	SP....	TA ..	½El..	¼El..	TR..	Rod..	WW..	GC.	Wire .
Bugatti	112	47	765x105	8-2.36x3.46	3	Int...	I...	4	Sep...	Al..	OH.	Heli...	Pum..	Pump.	Zen...	Exh...	P..	Opt....	Mag..		Yes.	MD...	Sep..	4	R..	Met..	ST.	3.6	SP....	TA ..	½El..	¼El..	FR..	Rod..	WW..	GC.	Wire .
Buire, La	117	51	765x105	4-2.75x4.72	3	Det...	I...	4	Sep...	Al..	CC.	Chai..	Pre...	ThS...	Zen...	Wat..	G...	Duc....	Mag..	12	Yes.	MD...	Eng..	4	C..	Met..	Sp.	4.7	SP....	TT....	½El..	½El..	FR..	Rod..	WW..	PG.	Wire .
Buire, La	117	51	820x120	4-2.95x5.90	3	Det...	I...	4	Sep...	Al..	CC.	Chai..	Pre...	Pump.	Zen...	Wat..	V...	Duc....	Mag..	12	Yes.	Co....	Eng..	4	C..	Met..	Sp.	....	SP....	TT....	½El..	Cant.	FR..	Rod..	WW..	PG.	Wire .
Charron	100	45	710x 90	4-2.28x3.93	2	Int...	L...	4	Sep...	CI..	CC.	Spur..	Spl...	ThS...	Zen...	Wat..	G...	Duc....	Mag..	6	Yes.	Co....	Sep..	3	C..	Met..	ST..	4.6	SP....	SP....	½El..	½El..	RX..	Rod..	WW..	GC.	Disk..
Charron	134	57	820x120	4-2.75x4.72	3	Det...	I...	4	Int...	Al..	CC.	Chai..	Pre...	ThS...	Zen...	Wat..	V...	Duc....	Mag..	6	Yes.	SP....	Eng..	4	C..	Met..	Sp.	4.1	TT....	TT....	½El..	½El..	FR..	Rod..	WS..	PG.	Disk..
Charron	134	57	820x120	6-2.75x4.72	4	Det...	I...	6	Sep...	Al..	CC.	Chai..	Pre...	ThS...	Zen...	Wat..	V...	Duc....	Mag..	6	Yes.	SP....	Eng..	4	C..	Met..	Sp.	4.1	TT....	TT....	½El..	½El..	FR..	Rod..	WS..	PG.	Disk..
Chenard & Walcker	111	47	710x 90	4-2.71x3.93	2	Int...	L...	4	Sep...	Al..	CC.	Chai..	Pre...	ThS...	Sol...	Wat..	G...	Gau....	Mag..	12	Yes.	MD...	Eng..	3	R..	Fab..	Sp.	5.5	SP....	TT....	½El..	½El..	RX..	Rod..	WS..	PG.	Disk..
Chenard & Walcker	111	52	765x105	4-2.75x5.11	2	Int...	L...	4	Sep...	Al..	CC.	Chai..	Pre...	ThS...	Sol...	Wat..	V...	Gau....	Mag..	12	Yes.	MD...	Sep..	4	R..	Fab..	Sp.	5.0	SP....	TT....	½El..	½El..	FR..	Rod..	WS..	PG.	Wire..
Chenard & Walcker	119	53	820x120	4-2.71x5.11	2	Det...	L...	4	Sep...	Al..	CC.	Chai..	Pre...	ThS...	Sol...	Wat..	V...	Gau....	Mag..	12	Yes.	MD...	Eng..	4	R..	Fab..	Sp.	5.0	SP....	TT....	½El..	½El..	FR..	Rod..	WS..	PG.	Wire..
Chenard & Walcker	121	55	880x120	4-3.14x5.90	2	Int...	L...	4	Sep...	Al..	CC.	Chai..	Pre...	ThS...	Sol...	Wat..	V...	Gau....	Mag..	12	Yes.	MD...	Sep..	4	R..	Met..	Sp.	4.6	SP....	TT....	½El..	½El..	FR..	Rod..	WS..	PG.	Wire..
Chenard & Walcker	131	55	880x120	4-3.14x5.90	3	Int...	L...	4	Sep...	Al..	CC.	Chai..	Pre...	ThS...	Sol...	Wat..	V...	Gau....	Mag..	12	Yes.	MD...	Sep..	4	R..	Met..	Sp.	4.6	SP....	TT....	½El..	½El..	FR..	Rod..	WS..	PG.	Wire..
Chenard & Walcker	117	53	820x120	4-2.71x5.11	2	Det...	I...	4	Sep...	Al..	OH.	Spur..	Pre...	ThS...	Sol...	Wat..	V...	Gau....	Mag..	12	Yes.	MD...	Eng..	4	C..	Fab..	Sp.	4.5	SP....	TT....	½El..	½El..	FT..	Rod..	WS..	PG.	Wire..
Chenard & Walcker	121	55	895x135	4-3.11x5.90	3	Det...	I...	4	Sep...	Al..	OH.	Chai..	Pre...	ThS...	Sol...	Wat..	V...	Gau....	Mag..	12	Yes.	MD...	Sep..	4	R..	Met..	Sp.	4.2	SP....	TT....	½El..	½El..	FR..	Rod..	WS..	PG.	Wire..
Chenard & Walcker	131	55	895x135	4-3.11x5.90	3	Det...	I...	4	Sep...	Al..	OH.	Chai..	Pre...	ThS...	Sol...	Wat..	V...	Gau....	Mag..	12	Yes.	MD...	Sep..	4	R..	Met..	Sp.	4.6	SP....	TT....	½El..	½El..	FR..	Rod..	WS..	PG.	Wire..
Chenard & Walcker	146	57	935x135	8-2.71x5.11	3	Det...	I...	4	Sep...	Al..	OH.	Chai..	Pre...	ThS...	Sol...	Wat..	V...	Gau....	Mag..	12	Yes.	MD...	Eng..	4	C..	Fab..	Sp.	....	SP....	TT....	½El..	½El..	FT..	Rod..	WS..	PG.	Wire..
Chenard, Louis	111	51	765x105	4-2.67x3.94	3	Det...	L...	4	Sep...	CI..	CC.	Spur..	Pre...	ThS...	Zen...	Wat..	G...	Duc....	Mag..	6	Yes.	Co....	Eng..	4	R..	Met..	Sp.	4.6	SP....	SP....	½El..	½El..	FR..	Rod..	WS..	PG.	Disk..
Chenard, Louis	102	47	710x 90	4-2.32x3.93	2	Det...	L...	4	Sep...	CI..	CC.	Spur..	Pre...	ThS...	Zen...	Wat..	G...	Duc....	Mag..	6	Yes.	Co....	Eng..	3	R..	Met..	Sp.	4.6	SP....	SP....	½El..	½El..	RX..	Rod..	WS..	GC.	Disk..
Citroen	88	47	715x115	4-2.16x3.54	2	Det...	L...	4	Sep...	CI..	CC.	Heli...	Pum..	ThS...	Sol...	Wat..	G...	Cit....	Mag..	6	Yes.	SP....	Eng..	3	C..	Fab..	HB	4.8	SP....	TT....	¼El.	D¼El.	TR..	Rod..	WS..	PG.	Disk..
Citroen	111	47	775x145	4-2.67x3.93	2	Det...	L...	4	Sep...	CI..	CC.	Heli...	Pre...	ThS...	Sol...	Wat..	G...	Cit....	Mag..	6	Yes.	SP....	Eng..	3	C..	Fab..	HB	4.4	SP....	SP....	¼El.	D¼El.	TR..	Rod..	WS..	PG.	Disk..
Cie Gle des Voitures	113	51	775x145	4-2.75x4.73	2	Int...	L...	4	Sep...	CI..	CC.	Spur..	Pum..	ThS...	Sol...	Exh...	G...	Del....	Bat...	6	Yes.	Co....	Sep ..	3	C..	Met..	Sp.	....	SP....	SP....	½El.	½El.	FR..	Cab..	WS..	PG.	Disk..
Corre La Licorne	106	51	710x 90	4-2.55x3.95	2	Det...	L...	4	Sep...	Al..	CC.	Spur..	Pre...	ThS...	Sol...	Non..	G...	Duc....	Mag..	6	Yes.	Co....	Sep..	4	R..	Met..	Sp.	4.3	SP....	SP....	½El.	½El.	RX..	Rod..	WS..	PG.	Disk..
Corre La Licorne	113	51	760x 90	4-2.63x4.72	2	Int...	L...	4	Sep...	CI..	CC.	Chai..	Pum..	ThS...	Sol...	Non..	G...	Duc....	Mag..	6	No..	Co....	Sep..	3	R..	Met..	Sp.	4.3	SP....	SP....	½El.	½El.	RX..	Rod..	WS..	PG.	Disk..

| | | |

Continental Passenger Car Chassis Specifications—Continued

MAKE AND MODEL	Wheelbase (In.)	Tread (In.)	Tire Size (In.)	ENGINE: No. of Cylinders Bore and Stroke (In.)	No. of Main Bearings	Cylinders: Head	Cylinders: Valve Arrangement	Cylinders: No. Cast in One Block	Cylinders: Cast with Upper Half of Crankcase	Piston Material	Camshaft: Location	Camshaft: Drive	Oiling System Type	Water Circulation	Fuel System: Carburetor Make	Fuel System: Intake Heated By	Fuel System: Fuel Feed	ELECTRICAL SYSTEM: Electrical System Make	Current Sources	Battery Voltage	Equipped with Electrical Starter and Generator	TRANSMISSION: Clutch Type	Gearset: Location	Gearset: No. of Forward Speeds	Gearset: Position of Gearshift Lever	Universal Joint Type	Rear Axle: Final Drive	Rear Axle: Gear Ratio	Rear Axle: Propulsion Taken By	Rear Axle: Torque Taken By	RUNNING GEAR: Springs: Front	Springs: Rear	Brakes	Operated Through	Steering Gear, Type	Chassis Lubrication	Wheels Standard Equipment
FRENCH—*Cont.*																																					
Panhard	117	53	760x 90	4-2.55x4.00	2	Det.	S.	4	Sep.	Al.	CC.	Chai.	Spl.	ThS.	Own.	Wat.	V.	SEV.	Mag.	12	Yes.	Co.	Eng.	4	C.	Rub.	Sp.		TT.	IT.	½El.	¼El.	RX.	Rib.	SN.	PG.	Wood.
Panhard	124	56	820x120	4-2.95x5.11	3	Det.	S.	4	Sep.	Al.	CC.	Chai.	Spl.	Pump.	Own.	Wat.	V.	SEV.	Mag.	12	Yes.	SP.	Eng.	4	C.	Fab.	Sp.		TT.	TT.	½El.	½El.	RX.	Rib.	SN.	PG.	Wood.
Panhard	124	56	820x120	4-3.34x5.51	3	Det.	S.	4	Sep.	Al.	CC.	Chai.	Spl.	Pump.	Own.	Wat.	V.	SEV.	Mag.	12	Yes.	SP.	Eng.	4	C.	Fab.	Sp.		TT.	TT.	½El.	½El.	FR.	Rib.	SN.	PG.	Wood.
Panhard	139	59	835x135	4-4.00x5.51	5	Det.	S.	4	Sep.	Al.	CC.	Chai.	Spl.	Pump.	Own.	Wat.	V.	SEV.	Mag.	12	Yes.	SP.	Eng.	4	C.	Fab.	Sp.		TT.	TT.	T½El.	½El.	FR.	Rib.	SN.	PG.	Wood.
Panhard	150	59	895x135	3-3.34x5.51	9	Det.	S.	8	Sep.	Al.	CC.	Chai.	Spl.	Pump.	Own.	Wat.	V.	SEV.	Mag.	12	Yes.	SP.	Eng.	4	C.	Fab.	Sp.		TT.	TT.	½El.	½Rl.	FR.	Rib.	SN.	PG.	Wood.
Perle, La	104½	52	710x 90	4-2.44x4.73	3	Det.	I.	4	Sep.	CI.	CC.	Spur.	Pre.	Pump.	Sol.	Wat.	G.	Del.	Bat.	12	Yes.	MD.	Eng.	4	R.	Met.	Sp.		SP.	SP.	½El.	½El.	FR.	Cab.	WS.	PG.	Disk.
Peugeot	89	37	715x115	4-1.96x3.34	2	Int.	L.	4	Int.	Al.	CC.	Chai.	Spl.	ThS.	Zen.	Wat.	G.	Auc.	Mag.	6	Yes.	SP.	RA.	3	C.	Met.	Wo.		TT.	TT.	½El.	½El.	RX.	Rod.	Bev.	PG.	Wire.
Peugeot	105½	47	730x130	4-2.67x3.94½	2	Det.	L.	4	Sep.	Al.	CC.	Chai.	Pum.	ThS.	Zen.	Wat.	V.	Bwn.	Mag.	12	Yes.	MD.	Eng.	4	C.	Met.	Wo.		SP.	TA.	½El.	Cant.	RX.	Rod.	SN.	PG.	Wood.
Peugeot	105	45	730x130	4-2.67x3.94	2	Det.	I.	4	Sep.	Al.	CC.	Chai.	Pum.	ThS.	Zen.	Wat.	V.	Bwn.	Mag.	12	Yes.	MD.	Eng.	4	C.	Met.	Sp.		SP.	TA.	½El.	Cant.	FR.	Cab.	SN.	PG.	Wood.
Peugeot	99	47	730x130	4-2.59x3.94	2	Int.	L.	4	Sep.	CI.	CC.	Chai.	Pum.	ThS.	Zen.	Wat.	G.	Bwn.	Mag.	12	Yes.	MD.	Eng.	4	C.	Met.	Sp.		SP.	TA.	½El.	Cant.	FR.	Rod.	SN.	PG.	Wood.
Peugeot	125	54	820x120	4-3.34x5.11	3	Int.	L.	4	Sep.	CI.	CC.	Chai.	Pre.	Pump.	Zen.	Wat.	V.	SEV.	Mag.	12	Yes.	MD.	Eng.	4	R.	Met.	Sp.		SP.	TA.	½El.	Cant.	FR.	Cab.	SN.	PG.	Wood.
Peugeot	122	54	820x120	4-3.34x5.11	3	Det.	I.	4	Sep.	Al.	CC.	Chai.	Pre.	Pump.	Zen.	Wat.	V.	SEV.	Mag.	12	Yes.	MD.	Eng.	4	R.	Met.	Sp.		SP.	TA.	½El.	½El.	FR.	Cab.	SN.	PG.	Wire.
Peugeot	138	56	895x135	4-3.74x5.12	5	Det.	S.	4	Sep.	Al.	CC.	Chai.	Pre.	Pump.	Zen.	Wat.	V.	Ble.	Mag.	12	Yes.	SP.	Eng.	4	R.	Met.	Sp.		TT.	TT.	½El.	½El.	FR.	Cab.	SN.	PG.	Wire.
Ponette	116	51	765x105	4-2.75x4.33	3	Det.	I.	4	Sep.	CI.	CC.	Spur.	Pre.	ThS.	Sol.	Non.	V.	Duc.	Mag.	6	Yes.	SP.	Eng.	4	R.	Fab.	Sp.	4.0	SP.	SP.	½El.	½El.	FR.	Rod.	WS.	GC.	Disk.
Ponette	96	47	710x 90	4-2.44x3.70	3	Det.	L.	4	Sep.	CI.	CC.	Spur.	Pre.	ThS.	Sol.	Non.	G.	Duc.	Mag.	6	Yes.	SP.	Eng.	3	R.	Fab.	Sp.	4.7	SP.	SP.	½El.	½El.	RX.	Rod.	WS.	GC.	Disk.
Renault	103	45	715x115	4-2.28x3.54	2	Det.	L.	4	Sep.	Al.	CC.	Heli.	Pum.	ThS.	Zen.	Exh.	G.	SEV.	Mag.	12	Yes.	Co.	TT.	3	C.	Met.	Sp.		TT.	TT.	½El.	Trans.	FR.	Rod.	WS.	PG.	Disk.
Renault	110	57	775x145	4-2.95x4.72	2	Int.	L.	4	Sep.	Al.	CC.	Heli.	Pum.	ThS.	Own.	Exh.	G.	SEV.	Mag.	12	Yes.	Co.	TT.	3	C.	Met.	Sp.		TT.	TT.	½El.	Trans.	FR.	Rod.	WS.	PG.	Disk.
Renault	125	57	820x120	4-3.34x5.51	3	Int.	L.	4	Sep.	Al.	CC.	Heli.	Pum.	ThS.	Own.	Exh.	V.	SEV.	Mag.	12	Yes.	Co.	TT.	4	R.	Met.	Sp.		TT.	TT.	½El.	Cant.	FR.	Rod.	WS.	PG.	Wood.
Renault	150	59	835x135	3-3.34x5.51	4	Int.	L.	6	Sep.	Al.	CC.	Heli.	Pum.	ThS.	Own.	Exh.	V.	SEV.	Mag.	12	Yes.	Co.	TT.	4	R.	Met.	Sp.		TT.	TT.	½El.	Cant.	FR.	Rod.	WS.	PG.	Wood.
Renault	157½	59	895x135	3-4.33x6.29	4	Int.	L.	3	Sep.	Al.	CC.	Heli.	Pum.	ThS.	Own.	Exh.	V.	SEV.	Mag.	12	Yes.	SP.	TT.	4	R.	Met.	Sp.		TT.	TT.	½El.	Cant.	FR.	Rod.	WS.	PG.	Wood.
Rochet-Schneider	125	55	820x120	4-3.14x5.11	3	Det.	I.	4	Sep.	Al.	CC.	Heli.	Pre.	ThS.	Zen.	Wat.	V.	Ble.	Mag.	12	Yes.	SP.	Eng.	4	C.	Met.	Sp.	5.0	SP.	TT.	½El.	½El.	FR.	Rod.	WS.	PG.	Wood.
Rochet-Schneider	134	57	895x135	4-3.74x5.51½	3	Det.	I.	4	Sep.	Al.	CC.	Heli.	Pre.	Pump.	Zen.	Wat.	V.	Ble.	Mag.	12	Yes.	SP.	Eng.	4	C.	Met.	Sp.	4.1	SP.	TT.	½El.	½El.	FR.	Rod.	WS.	PG.	Wire.
Rolland-Pilain	118	51	765x105	4-2.75x4.73	3	Int.	L.	4	Sep.	Al.	CC.	Heli.	Pre.	ThS.	Zen.	Wat.	V.	Duc.	Mag.	12	Yes.	Co.	Eng.	4	R.	Met.	ST.		SP.	SP.	½El.	½El.	FR.	Rod.	WS.	PG.	Disk.
Rolland-Pilain	126	52	820x120	4-2.87x4.72	3	Det.	I.	4	Sep.	Al.	OH.	Heli.	Pre.	Pump.	Zen.	Wat.	V.	Duc.	Mag.	12	Yes.	MD.	Eng.	4	R.	Met.	ST.		SP.	TT.	½El.	½El.	FR.	Rod.	WS.	PG.	Wire.
Rolland-Pilain	100	45	765x105	3-2.32x3.54½	5	Det.	I.	8	Sep.	Al.	OH.	Spur.	Pre.	Pump.	Zen.		V.	Duc.	Mag.	12	Yes.	MD.	Eng.	4	C.	Met.	Sp.		SP.	SP.	½El.	½El.	FR.	Rod.	WS.	PG.	Wire.
Rolland-Pilain	123	52	820x120	4-2.95x5.11	3	Det.	I.	4	Sep.	Al.	CC.	Heli.	Pre.	Pump.	Zen.	Wat.	V.	Duc.	Mag.	12	Yes.	Co.	Eng.	4	R.	Met.	Sp.		SP.	TT.	½El.	½El.	FR.	Rod.	WS.	PG.	Wire.
Rolland-Pilain	133	55	880x120	4-3.74x5.51	3	Det.	I.	4	Sep.	Al.	OH.	Heli.	Pre.	Pump.	Zen.	Wat.	V.	Duc.	Mag.	12	Yes.	MD.	Eng.	4	R.	Met.	Sp.		SP.	TT.	½El.	½El.	FR.	Rod.	WS.	PG.	Wire.
Roy, Georges	110	49	710x 90	4-2.75x3.93	2	Det.	L.	4	Sep.	CI.	CC.	Chai.	Pre.	ThS.	Zen.	Non.	G.	Ble.	Mag.	6	Yes.	Co.	Sep.	4	R.	Fab.	Sp.	4.6	SP.	TA.	½El.	½El.	RX.	Rod.	WW.	GC.	Disk.
Roy, Georges	130	55	815x105	4-3.34x5.11	3	Int.	L.	4	Sep.	CI.	CC.	Chai.	Pre.	Pump.	Zen.	Non.	V.	Ble.	Mag.	12	Yes.	Co.	Sep.	4	R.	Fab.	Sp.	3.1	SP.	TA.	½El.	½El.	RX.	Rod.	WW.	GC.	Disk.
Salmson	98	42	700x 80	4-2.44x3.54	2	Det.	I.	4	Sep.	Al.	CC.	Heli.	Pum.	ThS.	Sol.	Wat.	G.	Duc.	Mag.	6	Yes.	Co.	Eng.	3	C.	Met.	ST.	4.0	TT.	TT.	½El.	½El.	RX.	Rod.	WW.	PG.	Wire.
Salmson	98	42	700x 85	4-2.44x3.54	2	Det.	I.	4	Sep.	Al.	OH.	Heli.	Pum.	ThS.	Sol.	Wat.	G.	Duc.	Mag.	6	Yes.	Co.	Eng.	3	C.	Met.	ST.	5.0	TT.	TT.	½El.	½El.	RX.	Rod.	WW.	PG.	Wire.
Salmson	112	47	710x 90	4-2.55x3.54	2	Det.	I.	4	Sep.	Al.	OH.	Heli.	Pum.	ThS.	Sol.	Wat.	G.	Duc.	Mag.	6	Yes.	Co.	Eng.	3	C.	Met.	Sp.	5.0	TT.	TT.	½El.	½El.	FR.	Rod.	WW.	PG.	Wire.
S.A.R.A.	98	43	700x 80	4-2.44x3.58	2	Int.	I.	1	Sep.	Al.	CC.	Spur.	Pum.	Air.	Sol.	Non.	G.	Am.B.	Mag.	6	Yes.	Co.	Eng.	3	C.	Met.	ST.	4.1	SP.	TT.	T½El.	½El.	FR.	Cab.	WW.	PG.	Wire.
S.A.R.A.	112	44	710x 90	4-2.44x3.58	2	Int.	I.	1	Sep.	Al.	CC.	Spur.	Pum.	Air.	Sol.	Non.	G.	Am.B.	Mag.	6	Yes.	MD.	Eng.	4	C.	Met.	ST.	4.6	SP.	TT.	T½El.	½El.	FR.	Cab.	WW.	PG.	Wire.
S.C.A.P.	122	51	820x120	4-2.99x5.11	3	Det.	L.	4	Sep.	CI.	CC.	Heli.	Pre.	ThS.	Sol.	Non.	V.	Own.	Mag.	6	Yes.	Co.	Eng.	4	C.	Fab.	ST.	4.4	SP.	SP.	½El.	Plat.	RX.	Rod.	WS.	GC.	Wood.
S.C.A.P.	98	45	700x 80	4-2.44x3.58	2	Det.	I.	4	Sep.	CI.	CC.	Heli.	Pre.	ThS.	Sol.	Non.	G.	Own.	Mag.	6	Yes.	Co.	Eng.	3	C.	Fab.	ST.	5.1	SP.	TA.	½El.	½El.	RX.	Rod.	WS.	GC.	Wire.
Schneider, Th.	118	53	765x105	4-2.83x4.72	3	Det.	L.	4	Sep.	CI.	CC.	Chai.	Pre.	ThS.	Zen.	Wat.	G.	N.Fa.	Mag.	12	Yes.	Co.	Eng.	4	C.	Fab.	Sp.	4.5	SP.	SP.	½El.	½El.	FR.	Rod.	WS.	GC.	HS.
Schneider, Th.	130	57	835x135	4-3.34x5.51	3	Det.	L.	4	Sep.	CI.	CC.	Chai.	Pre.	Pump.	Zen.	Wat.	V.	P.Rh.	Mag.	12	Yes.	SP.	Eng.	4	C.	Met.	Sp.	4.2	TT.	TT.	½El.	Cant.	FR.	Rib.	WS.	GC.	Wire.
Schneider, Th.	143	57	835x135	3-3.22x5.51	7	Det.	L.	3	Sep.	CI.	CC.	Chai.	Pre.	Pump.	Zen.	Wat.	V.	P.Rh.	Mag.	12	Yes.	SP.	Eng.	4	C.	Met.	Sp.	3.2	TT.	TT.	½El.	Cant.	FR.	Rib.	WS.	GC.	Wire.
Senechal	87	40	700x 80	4-2.16x3.74	2	Int.	L.	4	Sep.	CI.	CC.	Spur.	Pum.	ThS.	Sol.	Wat.	G.	Opt.	Mag.	No.		SP.	Eng.	3	C.	Fab.	ST.	4.1	SP.	SP.	T½El.	¼El.	RX.	Rod.	WS.	PG.	Wire.
Sidea	110	44	710x 90	4-2.16x3.74	2	Int.	I.	4	Sep.	Al.	CC.	Spur.	Pum.	ThS.	Sol.	Wat.	G.	Opt.	Mag.			Co.	Sep.	3	C.	Fab.	ST.		SP.	SP.	¼El.	¼El.	FR.	Rod.	WS.	GC.	Disk.
Sidea	116	47	760x 90	4-2.75x3.93	2	Int.	I.	4	Sep.	Al.	CC.	Spur.	Pre.	ThS.	Sol.	Wat.	G.	Opt.	Mag.			SP.	Eng.	4	C.	Met.	ST.		SP.	SP.	½El.	½El.	FR.	Rod.	WS.	GC.	Disk.
Six (Barron-Vialle)	127	51	775x145	3-2.55x3.54	2	Det.	I.	6	Sep.	Al.	CC.	Heli.	Pum.	Pump.	Sol.	Wat.	V.	Opt.	Mag.	6	Yes.	Co.	Eng.	4	C.	Met.	Sp.		TT.	TT.	½El.	½El.	FR.	Rod.	WS	PG.	Disk.
Six (Barron-Vialle)	140	51	835x135	8-2.55x3.54	5	Det.	I.	8	Sep.	Al.	CC.	Heli.	Pum.	Pump.	Sol.	Wat.	V.	Opt.	Mag.	6	Yes.	Co.	Eng.	4	C.	Met.	Sp.		TT.	TT.	½El.	½El.	FR.	Rod.	WS	PG.	Disk.
Sizaire Frères	130	54	775x145	4-2.99x4.38	2	Det.	I.	4	Sep.	Mag	OH.	Chai.	Pre.	Pump.	Coz.	Wat.	V.	Duc.	Mag.	6	Yes.	SP.	Sep.	4	C.	Met.	Sp.	4.2	TT.	TT.	T½El.	T½El.	FR.	Cab.	Ra.	PG.	Disk.
Slim	113	54	765x105	4-2.67x5.11	2	Det.	I.	4	Sep.	CI.	CC.	Spur.	Pre.	Pump.	Zen.	Wat.	V.	P.Rh.	Mag.	12	Yes.	Co.	Sep.	4	C.	Met.	Sp.	4.4	SP.	SP.	½El.	¾El.	FR.	Rod.	WS.	PG.	Disk.
Slim	113	55	820x120	4-3.07x5.11	2	Det.	I.	4	Sep.	CI.	CC.	Spur.	Pre.	Pump.	Zen.	Wat.	V.	P.Rh.	Mag.	12	Yes.	Co.	Sep.	4	C.	Met.	Sp.	4.1	SP.	SP.	½El.	¾El.	FR.	Rod.	WS.	PG.	Wire.
Slim	126	56	835x135	4-3.14x5.11	2	Det.	I.	4	Sep.	CI.	CC.	Spur.	Pre.	Pump.	Zen.	Wat.	V.	P.Rh.	Mag.	12	Yes.	Co.	Sep.	4	C.	Met.	Sp.	4.4	SP.	SP.	½El.	¾El.	FR.	Rod.	WS	PG.	HS.
Slim	118	57	765x105	4-2.67x5.11	2	Det.	I.	4	Sep.	CI.	CC.	Spur.	Pre.	Pump.	Zen.	Wat.	V.	P.Rh.	Mag.	12	Yes.	MD.	Sep.	4	C.	Met.	Sp.	4.5	SP.	SP.	½El.	¾El.	FR.	Rod.	WS.	PG.	HS.
Suere	111	53	710x 90	4-2.75x4.72	2	Det.	L.	4	Sep.	CI.	CC.	Heli.	Pre.	ThS.	Zen.	Wat.	G.	Am.B.	Mag.	6	Yes.	MD.	Eng.	3	C.	Fab.	Sp.	4.1	SP.	TT.	½El.	Cant.	RX.	Rod.	WW.	PG.	Disk.
Talbot	118	53	765x105	4-2.67x4.33	3	Det.	I.	4	Int.	Al.	CC.	Chai.	Pre.	Pump.	Sol.	Non.	V.	Del.	Mag.	12	Yes.	SP.	Eng.	3	R.	Met.	Sp.	4.1	TT.	TT.	½El.	Cant.	FR.	Rod.	WN.	PG.	Wood.
Talbot	126	53	820x120	4-2.95x4.72	3	Det.	I.	4	Sep.	Al.	CC.	Chai.	Pre.	Pump.	Sol.	Wat.	V.	Del.	Mag.	12	Yes.	SP.	Eng.	3	R.	Met.	Sp.	3.9	TT.	TT.	½El.	Cant.	FR.	Rod.	WN.	PG.	Wood.
Turcat-Mery	132	56	820x120	4-3.11x5.90	3	Int.	L.	4	Sep.	CI.	CC.	Chai.	Pre.	ThS.	Zen.	Non.	V.	Del.	Mag.	12	Yes.	SP.	Eng.	4	C.	Fab.	Sp.	4.0	SP.	SP.	½El.	½El.	FR.	Rod.	WS.	GC.	Wire.
Turcat-Mery	112	53	820x120	4-3.22x5.51	5	Int.	I.	4	Sep.	Al.	OH.	Beve.	Pre.	Pump.	Zen.	Non.	V.	Del.	Bat.	12	Yes.	SP.	Eng.	4	C.	Met.	Sp.	3.7	SP.	SP.	½El.	½El.	FR.	Rod.	WS.	GC.	Wire.
Unic	119	53	765x105	4-2.75x4.72	2	Det.	L.	4	Sep.	Al.	CC.	Chai.	Pre.	ThS.	Vie.	Non.	V.	Duc.	Mag.	12	Yes.	MD.	Eng.	4	C.	Met.	Sp.	4.3	SP.	SP.	½El.	Cant.	FR.	Rod.	WS.	PG.	Disk.
Unic	136	56	835x135	4-3.14x5.54	3	Det.	L.	4	Sep.	Al.	CC.	Chai.	Pre.	Pump.	Vie.	Non.	V.	Duc.	Mag.	12	Yes.	MD.	Eng.	4	C.	Met.	Sp.	4.3	SP.	SP.	½El.	Cant.	FR.	Rod.	WS.	PG.	Wire.
Vermorel	115	51	765x105	4-2.75x4.33	2	Det.	I.	4	Sep.	Al.	CC.	Heli.	Pre.	ThS.	Zen.	Wat.	V.	P.Rh.	Mag.	12	Yes.	Co.	Eng.	4	R.	Fab.	Sp.	5.4	SP.	SP.	½El.	½El.	FR.	Rod.	WS.	PG.	Disk.
Vermorel	134	56	820x120	4-3.14x5.11	3	Det.	I.	4	Sep.	Al.	OH.	Beve.	Pre.	Pump.	Zen.	Wat.	V.	P.Rh.	Mag.	12	Yes.	MD.	Eng.	4	C.	Met.	Sp.	4.5	SP.	SP.	½El.	½El.	FR	Rod.	WS.	PG	Wire.
Vermorel	134	56	820x120	4-3.07x5.11	3	Int.	I.	4	Sep.	Al.	OH.	Beve.	Pre.	Pump.	Zen.	Wat.	V.	P.Rh.	Mag.	12	Yes.	MD.	Eng.	4	C.	Met.	Sp.	4.0	SP.	SP.	½El.	½El.	FR.	Rod.	WS.	PG.	Wire.
Vermorel	122	55	820x120	4-3.14x5.11	3	Int.	L.	4	Sep.	CI.	CC.	Heli.	Pre.	ThS.	Zen.	Wat.	V.	P.Rh.	Mag.	12	Yes.	Co.	Eng.	4	R.	Met.	Sp.	5.0	SP.	SP.	½El.	Cant.	RX.	Rod.	WS.	PG.	Disk.
Vinot-Deguingand	115	51	765x105	4-2.75x4.72	3	Int.	I.	4	Sep.	Al.	CC.	Spur.	Pum.	Pump.	Sol.	Non.	V.	Duc.	Mag.	12	Yes.	Co.	Sep.	4	R.	Fab.	Sp.	4.1	SP.	SP.	½El.	½El.	FR.	Rod.	WS.	PG.	Wire.

| | | |

Continental Passenger Car Chassis Specifications

MAKE AND MODEL	GENERAL			ENGINE																ELECTRICAL SYSTEM				TRANSMISSION				REAR AXLE			RUNNING GEAR								
						Rating						Camshaft				Fuel System		Ignition System							Gearset						Springs		Brakes						
	Wheelbase (In.)	Tread (In.)	Tire Size (In.)	Number of Cylinders, Bore and Stroke (In.)	Piston Displacement (Cu. In.)	R.P.M.	B.H.P.	Cylinder Head	Valve Arrangement	No. of Cylinders Cast In One Piece	Crankcase and Cylinder Block	Piston Material	Location	Drive	Oiling System	Cooling System	Carburetor Make	Fuel Feed	Make	Current Source	Voltage	Equipped with Generator and Starter	Clutch Type	Location	No. of Speeds	Universals Number and Type	Type	Final Drive	Propulsion Taken By	Torque Taken By	Front	Rear	Service: Type and Location	Service: Application	Emergency, Type and Location	Steering Gear Type	Chassis Lubrication	Wheels Type	Chassis Weight (Lb.)
GERMAN																																						
Adler 6-22	104	51	30 x4	4-2⅝x4½	95	2200	22	Int.	L	4	Sep.	Al.	CC.	Cha.	Pr.Cs.	ThS.	Pol.	P.	Bos.	M.	12	Yes.	Co.	Sep.	3	I-Met.	¾Fl.	ST.	TT	TT	½El.	½El.	E-Rw	Rod.	I-Tr.	WW.	GC.	W.	710
Adler 9-30	122	53	32½x4¾	4-3⅛x4⅝	141	2500	30	Int.	L	4	Sep.	Al.	CC.	Cha.	Pr.Cs.	Pump.	Pol.	V.	Bos.	M.	12	Yes.	Co.	Eng.	4	I-Met.	¾Fl.	ST.	TT	TT	½El.	½El.	E-Rw	Rod.	E-Tr.	SN.	GC.	W.	900
Adler 12-40	134	55	34½x5¼	4-3⅝x5⅛	191	2000	40	Int.	L	2	Sep.	Al.	CC.	Spur	Pr.Cs.	Pump.	Pol.	V.	Bos.	M.	12	Yes	Co.	Sep.	4	I-Met.	¾Fl.	Sp.	TT	TT	½El.	½El.	I-Rw.	Rod.	E-Tr.	SN.	GC.	W.	1200
Adler 18-60	134	55	36¾x5¼	4-3⅝x5⅝	288	2000	60	Int.	L	2	Sep.	Al.	CC.	Spur	Pr.Cs.	Pump.	Pol.	V.	Bos.	M.	12	Yes.	Co.	Sep.	4	I-Met.	¾Fl.	Sp.	TT	TT	½El.	½El.	I-Rw.	Rod.	E-Tr.	SN.	GC.	W.	1250
Aga C	100⅜	45¼	30 x4	4-2½x4½	86	2600	22	Int.	L	4	Sep.	Al.	CC.	Heli.	Pr.Cs.	ThS.	Sol.	V.	Bos.	M.	12	Yes.	Co.	Eng.	3	2-Fab.	¾Fl.	SP.	SP.	SP.	½El.	½El.	I-Rw.	Cab.	E-Tr.	WW.	GC.	H.	650
Alfi 3-12	86½	43½	25 x2½	2-3½x3⅜	47½	2000	12	Int.	L	1	Sep.	CJ.	CC.	Spur	Splash.	ThS.	Sol.	G.	Eis	M.	12	Yes†	SP.	Eng.	3	I-Fab.	½Fl.	ST.	TT	TT	½El.	¼El.	I-Rw.	Cab.	E-Rw	WW.	GC.	D.	390
Alfi 7-35	112	50	30 x3½	4-2⅝x4⅛	98	3600	35	Det.	I	4	Int.	CJ.	OH.	Heli.	Pr.Cs.	ThS.	Sol.	V.	Eis	M.	12	Yes	SP.	Eng.	*	I-Met	½Fl.	ST.	TT	TT	½El.	¼El.	I-Fw.	Cab.	E-Tr.	WW.	GC.	W.	700
Apollo 4-16	101½	44⅞	28 x3½	4-2⅝x3⅝	61	2300	16	Int.	I	4	Sep.	Al.	CC.	Spur	Splash.	ThS.	Sol.	G.	Eis	M.	12	Yes.	Co.	Sep.	3	I-Fab.	½Fl.	Sp.	RR	TT	½El.	¼El.	I-Rw.	Rod.	E-Tr.	Spec.	OC.	H.	....
Apollo 10-40	126¾	51¼	32½x4¾	4-3¼x4⅞	152	2000	40	Int.	L	4	Sep.	Al.	CC.	Spur	Sp.Pr.	ThS.	Sol.	P.	Bos.	M.	12	Yes	Co.	Sep.	*	I-Met	½Fl.	Sp.	RR	TT	½El.	½El.	I-Rw.	Rod.	E-Tr.	WW.	OC.	H.	....
Audi K	139	57⅛	35½x5½	4-3⅝x5½	217	2200	50	Det.	I	4	Sep.	Al.	CC.	Spur	Pr.Cs.	ThS.	Zen.	V.	Bos.	M.	12	Yes	MD.	Eng.	4	I-Met.	¾Fl.	Sp.	TT	TT	½El.	½El.	I-Fw.	Rod.	E-Tr.	SN.	OC.	W.	1400
Audi M	147⅝	57⅛	35½x6	6-3⅝x4⅝	284	2500	70	Det.	I	6	Sep.	Al.	OH.	Beve.	Pr.Cs.	Pump.	Zen.	V.	Bos.	M.	12	Yes.	MD.	Eng.	4	I-Met.	¾Fl.	Sp.	TT	TT	½El.	½El.	I-Rw.	Rod.	I-Fw.	SN.	OC.	W.	1650
Badenia 8-40	118	52¾	32½x4¾	6-2⅝x3⅞	121	4000	40	Int.	I	6	Sep.	Al.	OH.	Beve.	Pr.Cs.	ThS.	Sol.	V.	Bos.	M.	12	Yes.	MO.	Eng.	4	I-Met.	½Fl.	ST.	SP.	TT	½El.	½El.	I-Rw.	Rod.	I-Rw.	SN.	GC.	W.	740
Baer Two-Cycle	101	47¼	28 x4	2-2¾x4	47	2400	17	Det.	V	2	Sep.	CJ.	No.	None.	Pr.Cs.	ThS.	Sol.	V.	Bos.	M.	12	Yes.	Sp.	Eng.	4	I-Fab.	½Fl.	ST.	TT	TT	½El.	½El.	I-Rw.	Cab.	I-Rw.	WW.	OC.	W.	530
Bafag Oil	92⅝	43⅜	26 x3	1-3⅝x4	39	2500	14	Int.	V	1	Sep.	Al.	No.	None.	Splash.	ThS.	Own.	G.	Mea.	M.	12	Yes.	Co.	Sep.	3	I-Fab.	No.	ST.	TT	TT	¼El.	¼El.	I-Rw.	Rod.	I-Tr.	WW	GC.	W	450
Bafag Oil	100⅜	43⅜	26 x3	2-3⅝x4	78	2500	28	Int.	V	1	Sep.	Al.	N	None.	Splash.	Pump.	Own.	G.	Mea.	M.	12	Yes.	Co.	Sep.	4	I-Fab.	No.	ST.	TT	TT	¼El.	¼El.	I-Rw.	Rod.	I-Tr.	WW	SC.	W.	650
Beckmann 8-32	122	53⅛	32½x4½	4-3½x4	142	2500	32	Int.	L	4	Sep.	Al.	CC.	Cha.	Pr.Cs.	ThS.	Sol.	V.	Bos.	M.	12	Yes.	Co.	Sep.	4	I-Met	¾Fl.	ST.	TT	TT	½El.	½El.	I-Rw.	Rod.	E-Tr.	SN.	OC.	A.	....
Benz 10-30	123	53⅛	32½x4¾	4-3½x5½	159	2250	34	Int.	L	4	Sep.	Al.	CC.	Cha.	Pr.Cs.	ThS.	Zen.	V.	Bos.	M.	12	Yes.	Co.	Sep.	4	I-Met.	¾Fl.	ST.	RR	TT	½El.	½El.	I-Rw.	Rod.	I-Tr.	SN.	GC.	A.	300
Benz 11-40	129	53⅛	32½x4¾	6-2⅞x4⅝	248	2200	40	Int.	L	6	Sep.	CJ.	CC.	Cha.	Pr.Cs.	Pump.	Zen.	V.	Bos.	M.	12	Yes.	Co.	Sep.	4	I-Met	¾Fl.	ST.	RR	TT	½El.	½El.	I-Rw.	Rod.	I-Tr.	SN.	GC.	W.	1000
Benz 16-50	137	56	34½x5	6-3⅛x5⅞	320	1950	50	Int.	L	3	Sep.	CJ.	CC.	Cha.	Pr.Cs.	Pump.	Zen.	V.	Bos.	M.	12	Yes.	Co.	Sep.	4	I-Met	¾Fl.	ST.	RR	TT	½El.	½El.	I-Rw.	Rod.	I-Tr.	SN.	GC.	W.	1100
Benz-Soehme 8-25	119½	51⅛	32½x4¾	4-2⅝x4¾	128	2100	25	Int.	L	4	Sep.	CJ.	CC.	Cha.	Sp.Pr.	ThS.	Zen.	V.	Bos.	M.	12	Yes.	Co.	Sep.	4	I-Met	¾Fl.	ST.	SP.	TT	½El.	¾El.	I-Rw.	Rod.	E-Tr.	SN.	GC.	A.	760
Benz-Soehme 10-30	114¾	54¼	32½x4¾	4-3⅝x4⅜	175	1900	30	Int.	L	2	Sep.	CJ.	CC.	Heli.	Sp.Pr.	ThS.	Zen.	V.	Bos.	M.	12	Yes.	Co.	Sep.	4	I-Met	¾Fl.	ST.	RR	TT	½El.	½El.	I-Rw.	Rod.	E-Tr.	SN.	GC.	A.	850
Benz Soehme 14-42	127	53⅝	34½x5⅝	4-3⅝x5½	217	1900	42	Int.	L	2	Sep.	CJ.	CC.	Heli.	Sp.Pr.	ThS.	Zen.	V.	Bos.	M.	12	Yes.	Co.	Sep.	4	I-Met.	¾Fl.	ST.	RR	TT	½El.	½El.	I-Rw.	Rod.	E-Tr.	SN.	GC.	A.	1000
B.F.A. Two Cycle 111	111	48	28 x4	3-2⅝x4	62	2800	27	Int.	V	3	Sep.	Al.	No.	None.	M.O.F.	ThS.	Kie.	G.	Bos.	M.	12	Yes.	Mo.	Sep.	3	I-Met	½Fl.	ST.	TT	TT	¼El.	½El.	I-Rw.	Cab.	I-Rw.	WS.	OC.	W.	....
B.F.A. Two Cycle 1	119	48	32 x4½	6-2⅝x4	124	2800	55	Int.	V	3	Sep.	Al.	No.	None.	M.O.F.	ThS.	Kie.	G.	Bos.	M.	12	Yes.	Mo.	Sep.	3	I-Met	½Fl.	ST.	TT	TT	¼El.	½El.	I-Rw.	Cab.	I-Rw.	WS.	OC.	W.	....
Brounedorfer..MFK 2-12	69	45¼	26 x2½	1-2¾x3⅝	21½	3300	12	Det.	I	1	Sep.	Al.	OH.	Beve.	Fl.Pr.	Air.	Opt.	G.	U&H.	M.	12	Yes†	Co.	Sep.	3	None.	No.	Cha.	RR	SP.	¼El.	¼El.	I-Rw.	Cab.	E-Rw.	Spec.	GC.	D.	....
Brennabor P	124¾	53⅜	32 x5¼	4-3½x4⅜	128	2200	24	Int.	L	4	Sep.	CJ.	CC.	Spur.	Pr.Cs.	ThS.	Opt.	V.	Opt.	M.	12	Yes.	Co.	Sep.	4	I-Met.	¾Fl.	Sp.	RR	TT	½El.	½El.	I-Rw.	Rod.	E-Tr.	WS.	GC.	A.	1000
Brennabor S	102½	53¼	28¾x4¼	4-2⅝x4	96	2000	20	Det.	I	4	Int.	CJ.	CC.	Spur.	Pr.Cs.	Pump.	Opt.	G.	Opt.	M.	12	Yes.	SP.	Eng.	3	I-Met.	½Fl.	ST.	TT	TT	½El.	½El.	I-Rw.	Rod.	I-Rw.	SN.	OC.	A.	700
Carolus 6-20	110¼	47¼	28 x3⅜	4-2¾x4	35½	2400	20	Int.	L	4	Int.	Al.	CC.	Spur.	Sp.Pr.	ThS.	Pol.	G.	Bos.	M.	12	Yes.	Co.	Sep.	4	I-Met	½Fl.	ST.	TT	TT	¼El.	½El.	I-Rw.	Rod.	I-Rw.	WW.	GC.	A.	650
Carolette Three-Wheel	178¾	42½	26 x2	1-2 x2⅝	8	2800	3	Det.	I	1	Sep.	CJ.	No.	None.	M.O.F.	ThS.	Pol.	G.	Own.	B.	12	No.	Co.	Eng.	2	None.	No.	Cha.	RR	SP.	¼El.	Heli.	E-Rw.	Rod.	E-Tr.	Spur	GC.	W.	....
Cyklon 5-18	98¼	45¼	28 x4	4-2⅝x3⅜	75½	2000	18	Int.	L	4	Sep.	Al.	CC.	Spur.	Sp.Pr.	ThS.	Zen.	V.	Bos.	M.	12	Yes.	Co.	Sep.	4	2-Met.	¾Fl.	ST.	SP.	SP.	½El.	½El.	I-Rw.	Rod.	E-Tr.	SN.	OC.	A.	600
D-wagen	116¼	47¼	28 x4	4-2⅝x3⅜	74	3000	25	Det.	I	4	Sep.	Al.	CC.	Spur.	Sp.Pr.	ThS.	Pol.	G.	Bos.	M.	12	Yes	SP.	Eng.	3	I-Met.	½Fl.	ST.	TT	TT	½El.	½El.	I-Rw.	Rod.	I-Rw.	SN.	OC.	W.	700
Diabolo Three-Wheel	90½	43¼	26 x3	2-3¼x4⅛	67	2400	12	Int.	F	1	Sep.	CJ.	CC.	Spur.	Sp.Pr.	ThS.	Sch.	G.	Bos.	M.	12	Yes†	Co.	Ra.	2	None.	No.	Cha.	No.	No.	Heli.	½El.	I-Rw.	Rod.	I-Rw.	Spec.	GC.	W.	....
Dines 8-35	115¼	43¼	32½x4¾	4-3½x4¼	126	2800	42	Det.	I	4	Int.	Al.	OH.	Heli.	Pr.Cs.	Pump.	Pol.	V.	Bos.	B.	12	Yes.	Co.	Eng.	4	I-Met.	¾Fl.	Sp.	TT	TT	½El.	½El.	I-Rw.	Rod.	E-Tr.	SN.	OC.	W.	850
Dixi 6-24	112	48¼	30½x4½	4-2¾x4	96	3000	24	Int.	L	4	Sep.	Al.	CC.	Cha.	Sp.Pr.	ThS.	Opt.	V.	Bos.	M.	12	Yes.	Co.	Sep.	4	I-Met.	¾Fl.	ST.	SP.	TT	½El.	Cant.	I-Rw.	Rod.	E-Tr.	SN.	GC.	W.	670
Duerkopp P8A	115½	49¼	30½x4½	4-3¼x4	130	2500	32	Int.	L	4	Sep.	Al.	CC.	Heli.	Pr.Cs.	ThS.	Opt.	V.	Bos.	M.	12	Yes.	SP.	Eng.	4	I-Met	½Fl.	Sp.	TT	TT	½El.	½El.	I-Fw.	Rod.	E-Tr.	WW.	OC.	A.	850
Duerkopp P12	134¾	53¼	32½x5⅝	6-3¼x4	295	2500	48	Int.	L	6	Sep.	Al.	CC.	Heli.	Pr.Cs.	ThS.	Opt.	V.	Bos.	M.	12	Yes.	SP.	Eng.	4	I-Met.	½Fl.	Sp.	TT	TT	½El.	½El.	I-Rw.	Rod.	E-Tr.	WW.	OC.	W.	1150
Dux RV	139⅝	55½	35¼x5⅝	6-3¼x5½	270	2500	60	Int.	L	6	Sep.	Al.	CC.	Cha.	Fl.Pr.	Pump.	Sum.	P.	Bos.	M.	12	Yes.	SP.	Sep.	4	I-Met.	¾Fl.	Sp.	TT	TT	½El.	½El.	I-Fw.	Rod.	E-Tr.	SN.	GC.	A.	1450
Ego MPC	110¼	53⅛	28 x3⅜	4-2⅜x3⅛	63	3000	17	Det.	L	4	Int.	Al.	CC.	Spur.	Sp.Pr.	ThS.	Sol.	G.	Opt.	M.	12	Yes.	SP.	Sep.	3	I-Fab.	½Fl.	ST.	SP.	TT	½El.	Tran.	I-Fw.	Rod.	I-Rw.	SN.	OC.	D.	....
Elitewerke 18-70	145	55⅛	35¼x5⅝	6-3⅜x5½	273	2200	70	Int.	L	6	Sep.	Al.	CC.	Cha.	Pr.Cs.	Pump.	Zen.	V.	Bos.	M.	12	Yes.	MO.	Sep.	4	I-Met.	¾Fl.	Sp.	TT	TT	½El.	½El.	I-Rw.	Rod.	E-Tr.	SN.	GC.	W.	1250
Elitewerke 15-50	138	55⅛	34⅝x4¾	4-3⅜x6	202	1800	50	Int.	L	4	Sep.	Al.	CC.	Cha.	Pr.Cs.	Pump.	Zen.	V.	Bos.	M.	12	Yes.	MO.	Sep.	4	I-Met.	¾Fl.	Sp.	TT	TT	½El.	½El.	I-Fw.	Rod.	E-Tr.	SN.	GC.	A.	1200
Elitewerke 12-40	133	55⅛	34⅝x4¾	4-3⅜x5½	182	2000	40	Int.	L	4	Sep.	Al.	CC.	Cha.	Pr.Cs.	Pump.	Zen.	V.	Bos.	M.	12	Yes.	MO.	Sep.	4	I-Met.	¾Fl.	Sp.	TT	TT	½El.	½El.	I-Rw.	Rod.	E-Tr.	SN.	GC.	W.	1100
Fadag A-30	122	53⅛	32½x4¾	4-3⅜x3⅝	124	3000	32	Int.	L	4	Sep.	Al.	CC.	Cha.	Pr.Cs.	ThS.	Pal.	V.	Bos.	M.	12	Yes.	MO.	Sep.	4	I-Met.	¾Fl.	Sp.	TT	TT	½El.	½El.	I-Fw.	Rod.	I-Tr.	SN.	GC.	W.	850
Fadag 10-50	132	55⅛	32½x5¼	6-2¾x4⅜	158	3000	50	Det	I	6	Sep.	Al.	OH.	Heli.	Sp.Pr.	ThS.	Zen.	V.	Bos.	M.	12	Yes.	MO.	Sep.	4	I-Met.	¾Fl.	Sp.	TT	TT	½El.	½El.	I-Fw.	Rod.	I-Tr.	SN.	GC.	W.	1000
Fafag 4-22	90½	43⅜	28 x3½	4-2½x3⅝	63	3500	24	Int.	I	4	Int.	Al.	OH.	Heli.	Sp.Pr.	ThS.	Sch.	G.	Bos.	M.	12	Yes.	MO.	Eng.	4	I-Met	½Fl.	Sp.	SP.	TT	½El.	½El.	E-Rw.	Rod.	I-Rw.	WS.	GC.	H.	510
Fafnir 471	122	51¼	30½x4⅜	4-2⅝x5	122	3250	50	Det.	I	4	Sep.	Al.	CC.	Cha.	Pr.Cs.	ThS.	Zen.	V.	Bos.	M.	12	Yes.	Co.	Eng.	4	I-Fab.	¾Fl.	Sp.	TT	TT	½El.	Cant.	I-Fw.	Rod.	I-Rw.	WS.	OC.	W.	1100
Fafnir 476E	122	51¼	32½x5¼	4-3 x5	137	1500	36	Int.	L	4	Sep.	Al.	CC.	Cha.	Pr.Cs.	ThS.	Ide.	V.	Bos.	M.	12	Yes.	Co.	Eng.	4	I-Met.	¾Fl.	Sp.	TT	TT	½El.	Cant.	I-Rw.	Rod.	I-Rw.	WW	OC.	W.	1100
Falcon T6	118	53½	30½x5⅝	4-2¾x4	86	3500	30	Det.	L	4	Sep.	Al.	CC.	Heli.	Sp.Pr.	Pump.	Zen.	V.	Bos.	M.	12	Yes.	MD.	Eng.	4	I-Met.	¾Fl.	ST.	SP.	TT	½El.	½El.	I-Fw.	Rod.	I-Fw.	SN.	GC.	W.	760
Faun 6-24	114	53	30 x3½	4-2⅝x4⅜	89	2500	24	Det.	I	4	Sep.	CJ.	OH.	Heli.	Pr.Cs.	ThS.	Sol.	G.	Bos.	M.	12	Yes.	SP.	Eng.	3	I-Met	½Fl.	Sp.	TT	TT	½El.	Cant.	I-Rw.	Rod.	I-Rw.	WS.	OC.	W.	680
Freia S23	92½	43⅛	28 x4	4-2⅝x4	80	2500	20	Int.	I	4	Sep.	Al.	OH.	Heli.	Sp.Pr.	ThS.	Sol.	G.	Bos.	M.	12	Yes.	Co.	Eng.	4	I-Met	¾Fl.	ST.	TT	TT	½El.	½El.	I-Rw.	Rod.	E-Tr.	WW.	GC.	W.	566
Fulmina 10-30	126	49	32 x4¾	4-3½x5⅛	159	2200	30	Int.	L	4	Sep.	CJ.	CC.	Cha.	Pr.Cs.	ThS.	Zen.	V.	Bos.	M.	12	Yes.	Co.	Sep.	4	I-Met	½Fl.	ST.	RR	TT	½El.	Cant.	I-Rw.	Rod.	I-Fw.	SN.	GC.	A.	850
Fulmina 12-50	132	51	34 x5	4-3½x5½	190	2500	50	Int.	L	4	Sep.	CJ.	CC.	Cha.	Pr.Cs.	ThS.	Zen.	V.	Bos.	M.	12	Yes.	Co.	Sep.	4	I-Met	½Fl.	ST.	RR	TT	½El.	Cant.	I-Rw.	Rod.	I-Fw.	SN.	GC.	A.	950
Fulmina 16-60	136	53	34½x5½	4-3⅝x5⅞	249	1900	60	Int.	L	4	Sep.	CJ.	CC.	Cha.	Pr.Cs.	Pump.	Zen.	V.	Bos.	M.	12	Yes.	Co.	Sep.	4	I-Met	½Fl.	ST.	RR	TT	½El.	Cant.	I-Rw.	Rod.	I-Fw.	SN.	GC.	A.	1150
Garbaty K	93	47¼	28¼x4½	4-2½x3¾	73	3600	22	Det.	I	4	Int.	Al.	CC	Spur.	Sp.Pr.	ThS.	Sol.	G.	Bos.	M.	12	Yes.	Co.	Eng.	4	2-Fab.	½Fl.	ST.	SP.	SP.	½El.	Cant.	E-Tr.	Cab.	I-Rw.	SN.	OC.	D.	500
Grade Two-Cycle	112	40	28 x3½	2-2¾x4½	49	1800	16	Int.	V	1	Sep.	Al.	No.	None.	Sp.Pr.	Air.	Own.	G.	Bos.	M.	12	Opt.	No.	Sep.	F	None.	No.	Cha.	SP.	SP.	¼El.	¼El.	I-Rw.	Rod.	E-Tr.	Ca.	GC.	D.	340
HAG 5-18	119	47	28 x3½	4-2½x4	79	3000	18	Int.	I	4	Sep.	Al.	OH.	Beve.	Fl.Pr.	ThS.	Opt.	G.	Opt.	M.	12	Opt.	MO.	Eng.	3	I-Met.	½Fl.	ST.	SP.	TT	½El.	½El.	E-Rw	Rod.	I-Rw.	SN.	GC.	D.	450
HAG 8-40	122	49¼	32½x5½	6-2⅝x3⅞	122	3000	40	Int.	I	6	Sep.	Al.	BH.	Beve.	Fl.Pr.	ThS.	Opt.	P.	Opt.	M.	12	Opt.	MO.	Eng.	4	I-Met	½Fl.	ST.	SP.	TT	½El.	½El.	E-Rw.	Rod.	I-Rw.	SN.	GC.	D.	.....

| | | |

Continental Passenger Car Chassis Specifications—Continued

MAKE AND MODEL	GENERAL			ENGINE																ELECTRICAL SYSTEM				TRANSMISSION				REAR AXLE				RUNNING GEAR								
						Rating						Camshaft				Fuel System		Ignition System					Gearset								Springs		Brakes						
																																Service						
	Wheelbase (In.)	Tread (In.)	Tire Size (In.)	Number of Cylinders, Bore and Stroke (In.)	Piston Displacement (Sq. In.)	R.P.M.	B.H.P.	Cylinder Head	Valve Arrangement	No. of Cylinders Cast In One Piece	Crankcase and Cylinder Block	Piston Material	Location	Drive	Oiling System	Cooling System	Carbureter Make	Fuel Feed	Make	Current Source	Voltage	Equipped with Generator and Starter	Clutch Type	Location	No. of Speeds	Universals Number and Type	Type	Final Drive	Propulsion Taken By	Torque Taken By	Front	Rear	Type and Location	Application	Emergency, Type and Location	Steering Gear Type	Chassis Lubrication	Wheels Type	Chassis Weight (Lb.)
Phaenomobil..Th. Wheel	110	53½	28x4	4–2⅝x2⅜	96	1500	14	Int..	L...	1	Sep.	Al..	CC.	Spur..	Sp.Pr...	Air...	Opt...	P...	Bos...	M..	12	No..	Co....	Eng...	2	None..	No...	Cha.	SP..	SP..	Heli..	½El..	I-Rw..	Rod..	I-Rw..	Cab..	OC..	W..	400
Pluto	100½	42	27½x31¼	4–2⅜x3⅜	61	2800	22	Det.	L...	4	Sep.	Al..	CC.	Spur..	Sp.Pr...	ThS..	Sol...	G...	Bos...	M..	12	Yes	SP....	Eng...	3	2-Fab	½Fl..	Sp.	SP..	SP..	¼El..	¼El..	I-Rw..	Rod..	I-Rw.	WW..	GC..	W..	340
Presto.....D	122	54⅜	32½x43¾	4–3½x47⅛	144	2000	35	Int..	L...	4	Sep.	Al..	CC.	Spur..	Pr.Cs...	ThS..	Zen...	V...	Eis...	M..	12	Yes	MO..	Sep.	4	2-Met.	¾Fl..	Sp.	RR	SP..	½El..	½El..	I-Rw..	Rod..	E-Tr..	SN..	OC..	W..	900
Protos.....C1	130	53⅛	32½x43¾	4–3⅝x5⅛	160	2400	45	Det.	I...	4	Sep.	Al..	CC.	Cha...	Pr.Cs...	ThS..	Zen...	V...	Bos...	M..	12	Yes.	Co....	Sep.	4	I-Met.	¾Fl..	Sp.	TT	TT	½El..	½El..	I-Rw..	Rod..	E-Tr..	WW	GC..	H..	1150
Rabag.....6-20	100½	43⅜	28x31½	4–2¾x4	89	2200	20	Int..	I...	4	Sep.	Al..	OH.	Beve..	Pr.Cs...	Pump.	Zen...	P...	Bos...	M..	12	Yes.	MO..	Sep.	4	2-Met.	½Fl..	Sp.	SP..	SP..	½El.	Cant..	I-Rw..	Rod..	E-Tr..	SN..	OC..	W.	620
Renfert.....Two Cycle	34½	41⅜	26x3	2–3x3½	48	2300	12	Int..	V...	2	Sep.	CJ..	No..	None..	Sp.Pr...	ThS...	Opt...	G...	Opt...	M..	12	Yes†	Co....	Eng..	2	2-Fab.	½Fl..	ST.	SP..	SP..	¼El.	¼El.	I-Rw..	Cab..	I-Rw..	SN..	GC..	W.	.....
Rhemag.....4-24	110	45¼	28½x41½	4–2⅞x3⅜	60	2500	24	Det.	I...	4	Int..	Al..	OH.	Beve..	Sp.Pr...	Pump.	Zen...	G...	Bos...	M..	12	Yes.	MO..	Eng..	3	I-Met.	¾Fl..	Sp.	TT	TT	½El.	¼El.	I-Rw..	Cab..	I-Fw..	WS..	OC..	W.	.....
Rumpler.....4A106	131½	55	32¼x5⅝	4–3⅝x5⅛	160	2300	50	Det.	I...	4	Sep.	Al..	CC.	Cha...	Pr.Cs...	Pump.	Opt...	V...	Bos...	M..	12	Yes.	MO..	Eng..	3	None..	No....	ST.	RR.	Case	Cant..	Cant..	I-Rw..	Rod..	E-Tr..	SN..	GC..	W.	1050
S.B.....Two Cycle	78¾	31½	26x2	1–2⅜x2⅜	10	2500	4	Int..	V...	1	Sep.	Al..	No..	None..	M.O.F..	Air...	Opt...	G...	Bos...	M..	12	No..	No....	Eng..	2	None..	No....	Ch.	SP..	SP.	Tran..	Tran..	I-Rw..	Rod..	E-Tr..	Cab..	GC..	W.	.....
Schuette-Lanz.....B	122	45¼	28x31½	4–2⅞x3⅜	63	2300	14	Int..	L...	4	Sep.	Al..	CC.	Heli..	Sp.Pr...	ThS..	Sum..	G...	Opt...	M..	12	Yes.	SP....	Sep.	3	2-Fab.	½Fl..	Sp.	SP.	TT	¼El.	½El.	I-Rw..	Rod..	I-Tr..	WS.	OC..	D..	425
Schu-icht.....S-18	110¼	43⅜	28x4	4–2⅝x3¾	68	3000	18	Int..	L...	4	Sep.	Al..	CC.	Spur..	Sp.Pr...	ThS...	Zen...	G...	Bos...	M..	12	Yes.	MO..	Sep.	4	I-Met.	½Fl..	ST..	TT	TT	½El.	Cant..	I-Rw..	Rod..	E-Tr..	WW	GC..	D..	.....
Seidel.....4-20	118¼	53⅛	30x31½	2–3⅜x3⅜	60	3600	20	Int..	I...	2	Sep.	Al..	CC.	Spur..	Sp.Pr...	ThS...	Sol...	G...	Bos...	M..	12	Yes.	MO..	RA...	3	2-Met.	½Fl..	Sp.	SP.	SP.	Tran..	Tran..	I-Rw..	Cab..	I-Fw..	WS.	GC..	W.	.....
Seidel.....5-25	118¼	53⅛	30x31½	2–3⅜x3¾	67	3000	25	Int..	I...	2	Sep.	Al..	CC.	Spur..	Sp.Pr...	ThS...	Sol...	G...	Bos...	M..	12	Yes.	MO..	RA...	3	2-Met.	½Fl..	Sp.	SP.	SP.	Tran..	Tran..	I-Rw..	Cab..	I-Fw.	WS.	GC..	W.	.....
Selve.....8-32	123¼	51¼	32¼x5⅞	4–3⅝x4	126	2800	40	Int..	L...	4	Sep.	Al..	CC.	Cha...	Pr.Cs...	ThS...	Sol...	G...	Bos...	M..	12	Yes.	Co....	Sep.	4	I-Met.	¾Fl..	Sp.	TT	TT	½El.	Cant..	I-Rw..	Rod..	I-Tr..	WW	OC..	H..	1000
Simson.....BO	104½	49¼	30x4	4–2¾x4⅛	92	2000	22	Int..	F...	4	Sep.	Al..	CC.	Cha...	Pr.Cs...	ThS...	Sol...	V...	Bos...	M..	12	Yes.	MO..	Sep.	4	I-Fab.	½Fl..	Sp.	TT	TT	½El.	½El.	I-Rw..	Rod..	I-Tr.	SN..	GC.	A..	720
Simson.....CO	124	53¼	32¼x5⅝	4–3⅜x5⅛	165	2000	40	Int..	F...	4	Sep.	Al..	CC.	Cha...	Pr.Cs...	ThS...	Zen...	V...	Bos...	M..	12	Yes.	MO..	Sep.	4	I-Fab.	½Fl..	Sp.	TT	TT	½El.	½El.	I-Rw..	Rod..	I-Tr..	SN..	GC.	A..	950
Simson.....DO	124	53¼	34⅝x5⅝	4–3⅜x5½	213	2000	55	Int..	F...	4	Sep.	Al..	CC.	Cha...	Pr.Cs...	Pump.	Zen...	V...	Bos...	M..	12	Yes.	MO..	Sep.	4	I-Fab.	¾Fl..	Sp.	TT	TT	½El.	½El.	I-Rw..	Rod..	I-Tr..	SN..	GC.	A.	1050
Simson.....S	118¼	52	30½x43¾	4–2¾x5⅛	122	2500	40	Det.	I...	4	Sep.	Al..	OH.	Beve..	Pr.Cs...	Pump.	Sol...	V...	Bos...	M..	12	Yes.	SP....	Eng...	4	I-Met.	¾Fl..	Sp.	TT	SP.	½El.	½El.	I-Rw..	Rod..	I-Fw.	SN..	GC.	W.	850
Simson.....SO	118¼	52	30½x43¾	4–2¾x5⅛	122	2500	35	Det.	I...	4	Sep.	Al..	OH.	Beve..	Pr.Cs...	Pump.	Sol...	V...	Bos...	M..	12	Yes.	SP....	Eng...	4	I-Met.	¾Fl..	Sp.	TT	TT	½El.	½El.	I-Rw..	Rod..	I-Fw.	SN..	GC.	W.	850
Sphinx.....KP	102½	45¼	28x4	4–2⅝x3⅝	81	2000	22	Det.	I...	4	Int..	Al..	CC.	Cha...	Sp.Pr...	ThS...	Sol...	G...	Mea...	M..	12	Yes.	Co....	Sep.	4	I-Fab.	½Fl..	ST..	TT	TT	½El.	½El.	I-Rw..	Rod..	I-Rw..	WS.	OC..	W.	.....
Spinell.....Z	94½	43⅜	26x3	1–2⅝x3⅝	22	3900	12	Det.	I...	1	Sep.	Al..	OH.	Beve.	Fl.Pr...	Air...	Pol...	G...	Opt...	M..	0	No..	MD...	Sep.	3	None..	No....	Cha.	SP.	SP.	¼El.	¼El.	I-Rw..	Cab..	I-Rw..	Cab..	GC.	W.	230
Steiger.....PA	118¼	53⅛	32½x43¾	4–2⅝x6⅜	159	2400	50	Int..	I...	4	Sep.	Al..	OH.	Beve.	Pr.Cs...	Pump.	Zen...	V...	Bos...	M..	12	Yes.	SP....	Eng...	4	I-Met.	¾Fl..	Sp.	SP.	TT	½El.	Cant..	I-Rw..	Rod..	I-Fw.	SN..	GC.	W.	.....
Stoewer.....D9	112	51¼	32½x41⅜	4–2¼x4⅜	140	2100	32	Int..	L...	4	Sep.	CJ..	CC.	Cha...	Pr.Cs...	Pump.	Zen...	V...	Bos...	M..	12	Yes.	Co....	Sep.	4	I-Met.	¾Fl..	Sp.	TT	TT	½El.	½El.	I-Rw..	Rod..	I-Tr..	SN..	OC..	A..	1090
Stoewer.....D12	131	53½	32½x43¾	4–2⅝x4⅝	182	2200	44	Int..	L...	4	Sep.	CJ..	CC.	Cha...	Pr.Cs...	Pump.	Zen...	V...	Bos...	M..	12	Yes.	Co....	Sep.	4	I-Met.	¾Fl..	Sp.	TT	TT	½El.	½El.	1-Rw..	Rod..	I-Tr.	SN..	OC..	A.	1330
Stoewer.....D10-50	112	51¼	32½x43¾	4–3¼x4¼	153	3000	50	Int..	L...	4	Sep.	Al..	CC.	Spur..	Pr.Cs...	Pump.	Zen...	V...	Bos...	M..	12	Yes.	Co....	Sep.	4	I-Met.	¾Fl..	Sp.	TT	TT	½El.	½El.	I-Rw..	Rod..	I-Tr.	SN..	OC..	W.	1050
Turbo.....6-25	110¼	46½	28x3½	5–2⅝x2¾	94	3200	27	Det.	I...	1	Sep.	Al..	CC.	Spur..	Sp.Pr...	Air...	Zen...	G...	Bos...	M..	12	Yes.	Co....	Sep...	3	2-Met.	½Fl..	ST..	RR	RR.	Heli..	Heli...	E-Rw.	Cab..	I-Rw..	WS.	OC..	D..	450
Turbo.....8-32	128	46½	28x4	5–3⅛x3¼	103	3200	35	Det.	I...	1	Sep.	Al..	CC.	Spur..	Sp.Pr...	Air...	Zen...	G...	Bos...	M..	12	Yes.	Co....	Sep...	4	2-Met.	½Fl..	ST..	RR	RR	Heli..	Heli...	E-Rw.	Cab..	I-Rw..	WS.	OC..	D..	550
Wanderer.....W8	94½	42¼	28x4	4–2¾x4	80	2000	20	Det.	I...	1	Sep.	Al..	CC.	Cha...	Pr.Cs...	Pump.	Opt...	G...	Bos...	M..	12	Yes.	Co....	Sep...	3	I-Met.	¾Fl..	Sp.	TT	TT	½El.	Cant..	I-Rw..	Rod...	E-Tr..	SN..	OC..	W.	550
Wanderer.....W9	108¼	46½	30x4	4–2⅝x4⅞	95	2500	24	Det.	I...	4	Sep.	Al..	CC.	Cha...	Pr.Cs...	Pump.	Opt...	V...	Bos...	M..	12	Yes.	Co....	Sep...	4	I-Met.	¾Fl..	Sp.	TT	TT	½El.	½El.	I-Rw..	Rod...	E-Tr..	SN..	OC..	W.	700
York.....11	108	43⅜	28x31½	2–2⅜x4⅝	76	3000	15	Det.	I...	1	Sep.	Al..	CC.	Spur..	Pr.Cs...	Air...	Opt...	G...	Opt...	M..	12	Yes.	Co....	Eng...	3	I-Met.	½Fl..	ST..	TT	TT	Tran..	Cant..	I-Rw..	Rod...	I-Tr.	WW	GC..	D..	350
York.....1	108	43⅜	28x31½	6–2⅜x2¾	62	3000	15	Det.	I...	6	Sep.	Al..	OH.	Beve..	Pr.Cs...	ThS...	Opt...	G...	Opt...	M..	12	Yes.	Co....	Eng...	3	I-Met.	½Fl..	ST..	TT	TT	Tran..	Cant..	I-Fw..	Cab..	I-Tr.	WW	GC..	D..	450
Zeppelinhafen.....B2	84½	43½	26x3	2–2¾x2¾	30	2800	6	Int..	H...	1	Sep.	Al..	CC.	Spur..	Sp.Pr...	Air...	BMW.	G...	Bos...	M..	12	Yes†	Co....	Sep...	3	I-Met.	½Fl..	ST..	TT	TT	¼El.	¼El.	I-Rw..	Rod..	I-Tr.	WS.	OC.	W.	270
Zwerg.....T2	98½	43⅜	28x3½	4–2⅜x3½	62	2500	14	Int..	L...	4	Sep.	CJ..	CC.	Heli..	Sp.Pr...	ThS...	Opt...	G...	Mea...	M..	12	Yes.	Co....	Sep...	3	I-Met.	½Fl..	ST..	TT	TT	½El.	Cant..	I-Rw..	Cab..	I-Tr.	WW	GC..	W.	400
AUSTRIAN																																						
Austro-Daimler....ADM	135⅞	53¼	32½x51¼	6–2¾x4⅜	156	2300	38	Det.	I...	6	Int..	Al..	OH.	Heli...	Pr.Cs...	Pump.	Zen...	V...	Bos...	M..	12	Yes.	MD...	Eng...	4	I-Met.	¾Fl..	Sp.	TT	TT	½El.	Cant..	I-Rw..	Cab..	I-Fw.	SN..	GC..	W.	1000
Austro-Daimler....Sport	130⅞	53¼	32½x51¼	6–2⅝x4⅜	162	3000	60	Det.	I...	6	Int..	Al..	OH.	Heli...	Pr.Cs...	Pump.	Zen...	V...	Bos...	M..	12	Yes.	MD...	Eng...	4	I-Met.	¾Fl..	Sp.	TT	TT	½El.	Cant..	I-Rw..	Cab..	I-Fw.	SN..	GC..	W.	950
Austro-Daimler.....AD	135⅞	53⅜	35¼x5⅜	6–3⅜x5⅛	280	2500	70	Det.	I...	6	Int..	Al..	OH.	Heli...	Pr.Cs...	Pump.	Zen...	V...	Bos...	M..	12	Yes.	MD...	Eng...	4	I-Met.	¾Fl..	Sp.	RR.	TT	½El.	Cant..	I-Rw..	Cab..	I-Fw.	SN..	GC..	W.	1240
Austro-Daimler....ADV	137⅞	53⅜	35¼x5⅜	6–3⅜x5⅛	280	2500	70	Det.	I...	6	Int..	Al..	OH.	Heli...	Pr.Cs...	Pump.	Zen...	V...	Bos...	M..	12	Yes.	MD..	Eng...	4	I-Met.	¾Fl..	Sp.	RR	TT	½El.	Cant..	I-Rw..	Cab..	I-Fw.	SN...	GC..	W.	1400
Graef & Stift.....7-20	106	47¼	30x31½	4–2¾x4¾	114	7800	20	Int..	L...	4	Sep.	Al..	CC.	Heli...	Sp.Pr...	Pump.	Zen...	P...	Bos...	M..	12	Yes.	Co....	Eng...	4	I-Met.	½Fl..	Sp.	TT	TT	½El.	Cant..	I-Rw..	Rod...	I-Tr.	WW	OC.	W.	620
Graef & Stift.....14-40	129¾	53¼	32½x43¾	4–3⅜x6	233	2600	40	Int..	L...	4	Sep.	Al..	CC.	Heli...	Pr.Cs...	Pump.	Zen...	P...	Bos...	M..	12	Yes.	Co....	Sep...	4	I-Met.	¾Fl..	Sp.	TT	TT	½El.	Cant..	I-Rw..	Rod...	E-Tr..	SN..	OC..	H..	1000
Graef & Stift.....30-75	144⅞	55⅛	35½x5⅝	6–4⅜x4⅝	477	2000	75	Int..	L...	3	Sep.	Al..	CC.	Heli...	Pr.Cs...	Pump.	Zen...	P...	Bos...	M..	12	Yes.	Co....	Sep...	4	I-Met.	¾Fl..	Sp.	TT	TT	½El.	Cant..	I-Rw..	Rod...	E-Tr..	SN..	OC..	H..	1380
Steyr.....40	136⅞	53⅜	32¼x43¾	6–3⅜x4⅜	203	2000	40	Det.	I...	6	Sep.	Al..	OH.	Beve..	Pr.Cs...	Pump.	Zen...	V...	Bos...	M..	12	Yes.	MO...	Eng...	4	I-Met.	¾Fl..	ST..	TT	TT	½El.	Cant..	I-Rw..	Rod...	I-Rw..	SN..	GC..	H..	1000
CZECHO-SLOVAKIAN																																						
Nesselsdorfer Tatra (Mfk.)	103½	47¼	28x3⅜	2–3¼x4	60	2200	12	Int..	I...	1	Sep.	Al..	OH.	Heli...	Sp.Pr...	Air...	Zen...	G...	Bos...	M..	12	Yes.	SP....	Sep...	4	2-Met.	½Fl..	ST..	SP.	SP.	Tran..	Tran..	I-Rw..	Rod...	I-Rw.	Spur.	GC..	D..	400
Nesselsdorfer Tatra (Mfk. 10)	142½	55⅛	35¼x5⅝	6–2⅜x5½	280	2400	75	Sep.	I...	6	Sep.	Al..	OH.	Beve..	Pr.Cs...	Pump.	Zen...	V...	Bos...	M..	12	Yes.	SP....	Sep...	4	I-Met.	¾Fl..	ST..	TT	TT	½El.	Cant..	I-Rw..	Cab..	I-Fw..	WW	GC..	H..	1300
HUNGARIAN																																						
Ungar.....Magomobil	110¼	48	28x3½	4–2⅞x4¼	30	2400	20	Int..	L...	4	Sep.	Al..	CC.	Spur..	Sp.Pr...	ThS...	Zen...	G...	Bos...	M..	12	Yes.	MO...	Sep...	4	I-Met.	½Fl..	ST..	RR.	TT	½El.	Cant..	I-Rw..	Rod...	I-Rw..	SN...	GC..	A..	720

Popularity of Small Cars Still Increasing Rapidly in Europe

Few technical changes are shown on European automobiles to be produced in 1925 compared with those marketed in 1924. In France, four-wheel brakes are so firmly established that their non-use is an exception, and in other countries they are rapidly coming to the front.

The development in this connection lies with servo mechanisms to reduce the physical effort necessary for applying the brakes. Added cost and additional complications have, up to the present, interfered with the wide adoption of these devices.

Balloon tires have established themselves for small and medium size cars, but are making comparatively slow progress in the big sizes above 6 in. Europe, and particularly Continental countries, have been educated to the clincher bead type of tire and can only slowly be converted to the big size straight side low pressure tire.

MORE important than any technical change is the growing importance on this Continent of light two and three-passenger automobiles having a four-cylinder engine of 60 to 67 cu. in.

At first looked upon as a fad, developed under the European horsepower taxation scheme, this small type of car has proved its superiority, for city conditions, over automobiles of bigger capacity. It is faster, easier to operate, easier to park, and cheaper to maintain and run than a car of bigger size.

In France this type of automobile is the big production job of Citroen, Renault, Berliet, Peugeot and Mathis. In Italy Fiat is preparing to make it its chief line. With a piston displacement never exceeding 67 cu. in., a wheelbase varying from 88 to 105 in., a track of about 47 in., these light cars always have a four-cylinder engine, three-speed transmission, a normal type of rear axle and low pressure tires. Produced originally to meet home conditions, their use is rapidly extending to foreign markets.

IN England there are only two representatives of the "under 1 liter" class worthy of mention, the 7-hp. Austin and the 8-hp. Humber. There the most popular sizes range from 1½ to 2 liters (91-122 cu. in.), though there are notable exceptions in the 11-hp. Standard and the 10-hp. Singer, each of which has an engine of approximately 1.3 liters and ranks among the half dozen largest outputs of individual models. It is difficult to recall any period of the British motor industry in which there was less evidence of development in mechanical features.

Sedans are gaining in popularity in England, but are still far behind "all-weather models" in point of output. The fabric body is seen more frequently, but the demand for it is not on a par with that for the alternative type.

IN the British commercial field there have been developments, particularly in connection with the smaller type of truck. Three passenger car manufacturers—Morris, Bean and Beardmore—have entered this field, while Thornycroft has produced a 1½-tonner with which users can secure the War Department subsidy of £120 spread over three years.

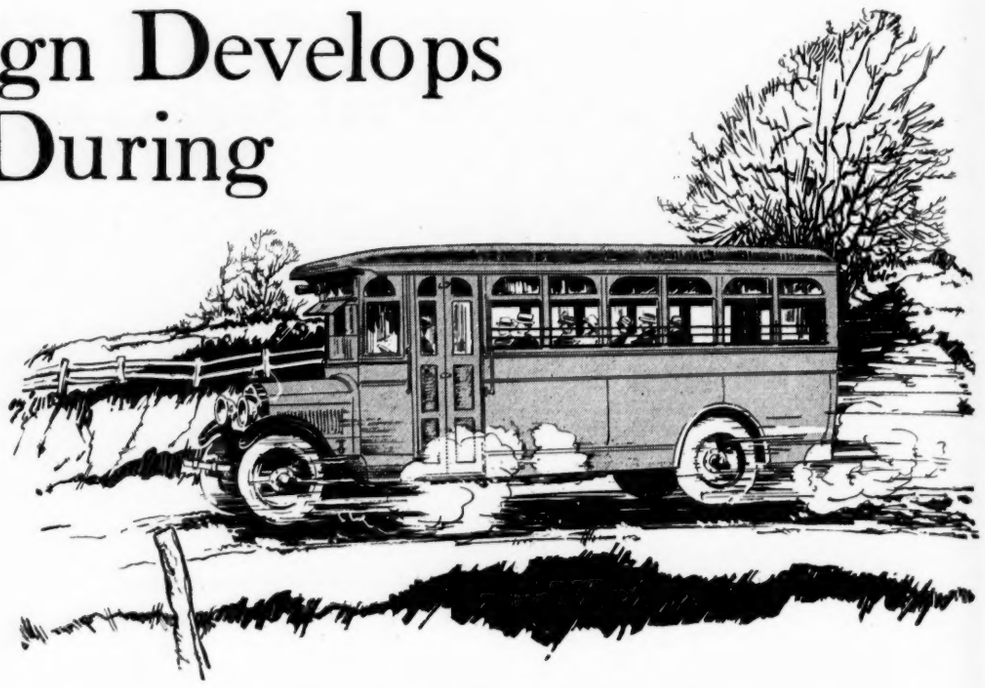
With few exceptions the buses in use in the rural districts of Great Britain comprise truck chassis modified more or less in respect to length of wheelbase, engine size and gear ratio. Three makers—A. E. C., Leyland and Thornycroft—have special bus chassis with the driver alongside the engine and usually fitted with 50-57-passenger double deck bodies, but these are rarely seen outside the metropolitan area.

NEXT in importance as a motorbus operating concern to the London General Omnibus Co. is the Midland Motor Bus Co., which is centered at Birmingham and covers an area of 50-80 miles in every direction, using gas-electric buses of Tilling-Stevens make. Hitherto these gas-electrics have been mainly single deckers, but the Midland company is increasingly adopting double deckers with the driver alongside of the engine.

The most popular type for country service is the single decker, seating from 18 to 26 passengers. A great many Ford 1-tonners are used in this class of service, which often operate on one or two days a week only, from and to the nearest market town, the vehicle serving as a truck on other days.

The British motor coach is a distinct type from the bus in having an open body with a folding top and transverse seats. For these motor coaches pneumatic tires are coming into use rapidly.—W. F. BRADLEY and M. W. BOURDON.

Bus Design Develops Rapidly During 1924



By Herbert Chase

THE year 1924 was marked by rapid and important advances in the motor coach field. It saw the introduction of larger vehicles designed to carry more passengers at higher speed and in greater safety. This in turn brought more powerful six-cylinder engines, an increase in the number of six-wheelers, a wider use of pneumatic tires and more four-wheel and power operated brakes.

Many new makes and models of bus chassis were introduced and much was done to improve appearance, riding qualities and general attractiveness. Efforts are on foot to increase durability and, at the same time to make the body as light as possible without sacrifice in life, in order to increase the allowable pay load and decrease operating expense.

Influence of passenger car design is to be noted, especially in body fittings and upholstery. A public which has become accustomed to riding in its own comfortable cars has demanded similar comfort in public conveyances and many evidences of efforts to meet this demand are to be found in modern bus bodies. While the hard cane seat of the trolley car still is offered in city service vehicles, more comfortable substitutes are available and being employed even for this class of service.

All prominent makers of motor coaches have a chassis designed especially for use as such, but a number of modified truck chassis still are offered. Fortunately the need for comfortable riding is being met as far as possible in the latter class by fitting longer and better proportioned springs and by making the frame height as low as conditions permit.

Four-wheel brakes, some of which are operated by air pressure, now are quite common and compressed air is used also to operate two-wheel brakes and the brakes on all four rear wheels in the case of six-wheel chassis. Vacuum operated brakes, depending upon the pressure drop in the inlet manifold for their functioning, are used on at least one make, while models regularly furnished with mechanically operated brakes frequently are offered with some form of power application as an option.

Most of the additions to the number of bus models are in the single-deck type, but there are some additions to the list of double-deckers. A notable feature pertaining to buses for city service is the sudden switch to gas-electric drive for one of the largest orders of the year, that which the Philadelphia Rural Transit Co. placed with the Yellow Coach Co. The reason given for demanding this type of drive is based upon a belief that it will increase the life of the vehicle materially.

Incidentally it should and probably will make for smoother starting than is possible with a mechanical gear-shift, even in the hands of an expert driver. It is said also to be much less fatiguing for the operator and consequently to render him less likely to become involved in accidents. It is claimed also that this form of drive will permit of more rapid acceleration and thereby make a faster schedule possible.

May See More Gas-Electric Buses

It seems quite likely that this large scale experiment with the gas-electric drive will have a pronounced effect upon the future development of city service buses. It may result in more gas-electrics or in some other form of continuous torque transmission, especially if it is found to increase the life of the vehicle without a corresponding increase in servicing costs.

What perhaps is of equal importance is the possible effect which a change of this character may have upon the comfort of riding. There is no gainsaying the fact that the brakes in torque and the vibration which are present in all gear changing devices are not conducive to riding comfort, so that any simple, reliable and efficient substitute which is not prohibitive in price and is not subject to the same or worse disadvantages is apt to be given serious consideration by all progressive bus designers.

If the size of buses continues to increase, the number of wheels probably will increase also; that is, we probably shall see more six and eight-wheelers, especially for high speed interurban and similar service, largely for the reasons that the total weight is distributed to better advantage, unsprung weight is decreased, one tire per wheel can be used and riding qualities are bettered. Where a sufficient volume of traffic justifies a larger bus than now is common there are obvious advantages in increased capacity per vehicle, especially since the driver's wage per passenger is decreased correspondingly. As size increases, engines of larger power output will be required also.

Low frame bus chassis have come to be regarded as standard because of their comparative ease of access and the low center of gravity which they make possible. They make also for better general appearance, since overall height is reduced, and probably add to safety. All of these are features which are apparent at once to discriminating passengers and consequently they are quite certain to be given further consideration in the future.

Many steps have been taken in individual cases to lighten bus bodies but much remains to be done in this respect. Seats of wicker or similar material, bodies covered with fabric leather instead of steel, plywood for floors and other parts and the elimination of sills and bolsters in certain types of construction are among the items contributing toward a decrease in weight of body. Further advance in this direction is likely to take place if it can be brought about without sacrifice in durability, as some think it can.

Some Novel Bus Chassis Produced

Apart from the development of a gas-electric drive to be used on the Yellow Coach chassis purchased for service in Philadelphia and mentioned above, the notable bus engineering accomplishments of the year included the building of the new Mack "Greyhound" chassis with 266-in. wheelbase—a six-wheeler of larger size than any vehicle of this kind ever built heretofore, and the construction of the Uppercue Coach, a front drive chassis with detachable power unit and numerous other design features of a decidedly novel character.

Just what relative position these two types of chassis will take in the bus field it is impossible to say, but there are many evidences of a demand for larger buses than have been available heretofore. Some stress is being laid upon types of design which permit of quick replacement of major units when these are in need of repairs and which would keep the entire vehicle out of service for considerable periods if these units could not be replaced by others with comparatively little delay.

An analysis of the specifications in the accompanying tables, based simply upon the number of models listed and having nothing to do with proportion of a given type produced, reveals a number of interesting facts which are shown graphically in cuts given herewith. From these it appears that there is a gain of about 3 per cent in the proportion of models using four-wheel foot brakes, although less than 18 per cent of all models have foot brakes on four wheels.

An outstanding feature of design which the accompanying statistics and charts make clear is the pronounced trend away from the four to the six-cylinder engine. More than double the proportion of sixes used last year* are employed this year, 55.7 against 26 per cent, while fours have decreased from 74 per cent in 1924 to 44.3 per cent this year. This seems to be accounted for by the demand for more power and comparative freedom from vibration which a six is likely to fulfill.

That frame height is decreasing is indicated by the fact that there is a decrease of about 11 per cent in models offered with frame heights of 27 in. or over, with about the same increase in proportion of models with frame heights between 22 and 26 in.

Fewer Bus Chassis Have Unit Powerplants

Apparently the greater accessibility of gearsets mounted separate from the engine and the fact that at least two lengths of propeller shaft are needed in any case when a long vehicle is used has led to a decrease of a full 10 per cent in unit powerplant construction.

A gain of some five per cent in the proportion of buses equipped with pneumatics as standard is noteworthy as indicating the demand for easier riding. Of all models 73.2 per cent now are offered with pneumatics as standard, while half of the remainder offer them as optional equipment. Even some double-deckers now use pneumatics.

Single-plate clutches have made some gain at the expense of the multiple-disk type, but the latter are used still by over 85 per cent of all models.

That there is a tendency toward bus chassis of longer wheelbase is indicated by the fact that over 40 per cent of all models have a wheelbase in excess of 200 in., whereas only 24 per cent had such long wheelbase last year. There is a slight decrease in models with wheelbase between 180 and 199 in. and a decrease of nearly 12 per cent in chassis models with a wheelbase of less than 180 in. Less than a quarter of all models now are in this class, while 35 per cent were in it last year.

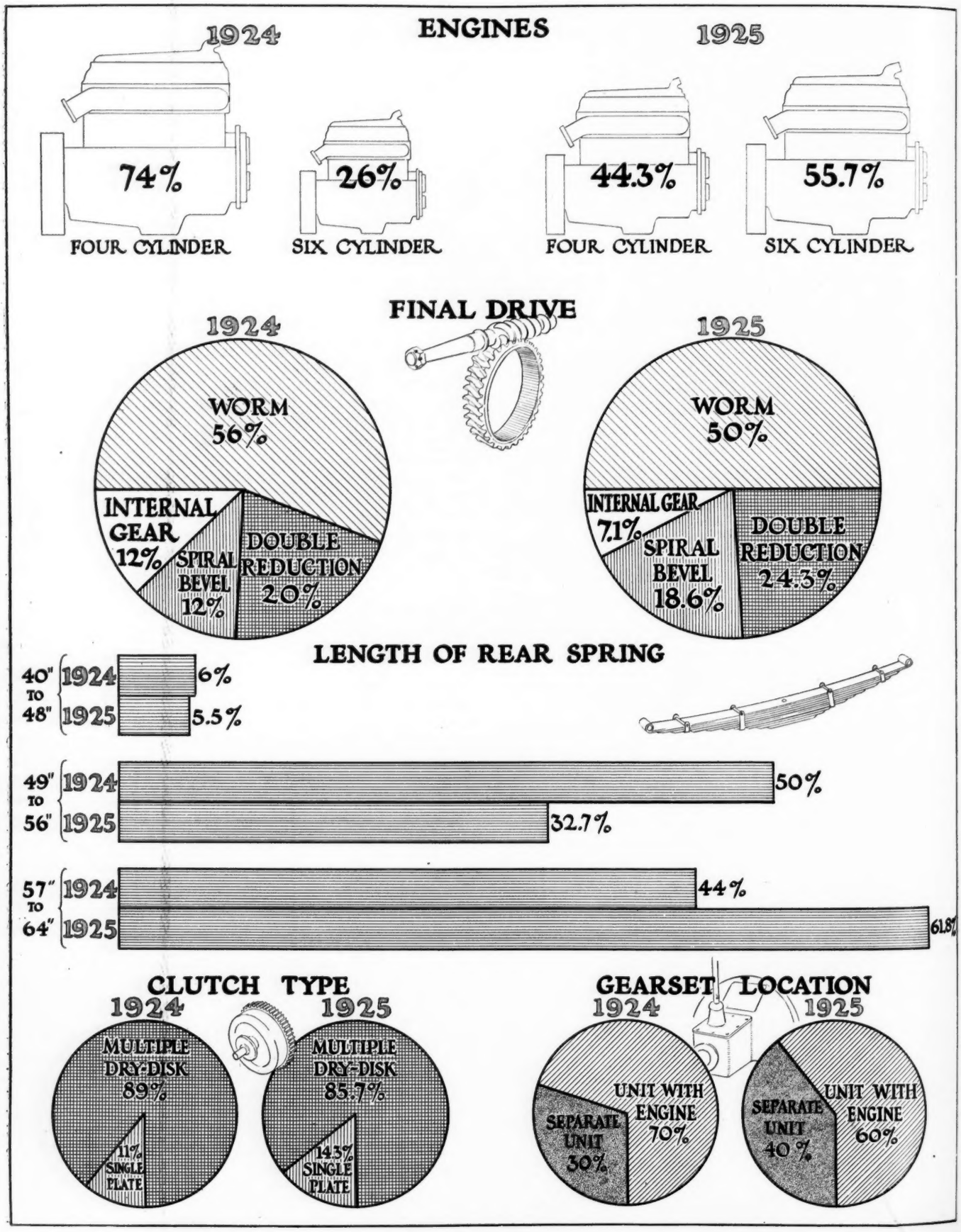
Average Length of Springs Increased

Another indication that easier riding vehicles are being produced is that over 60 per cent of all models have rear springs in excess of 56 in. in length, while only 44 per cent were in this class last year. Since there is little change in bus chassis with rear springs under 49 in. long, it is evident that there are less chassis models with springs of the intermediate length, 49 to 56 in.

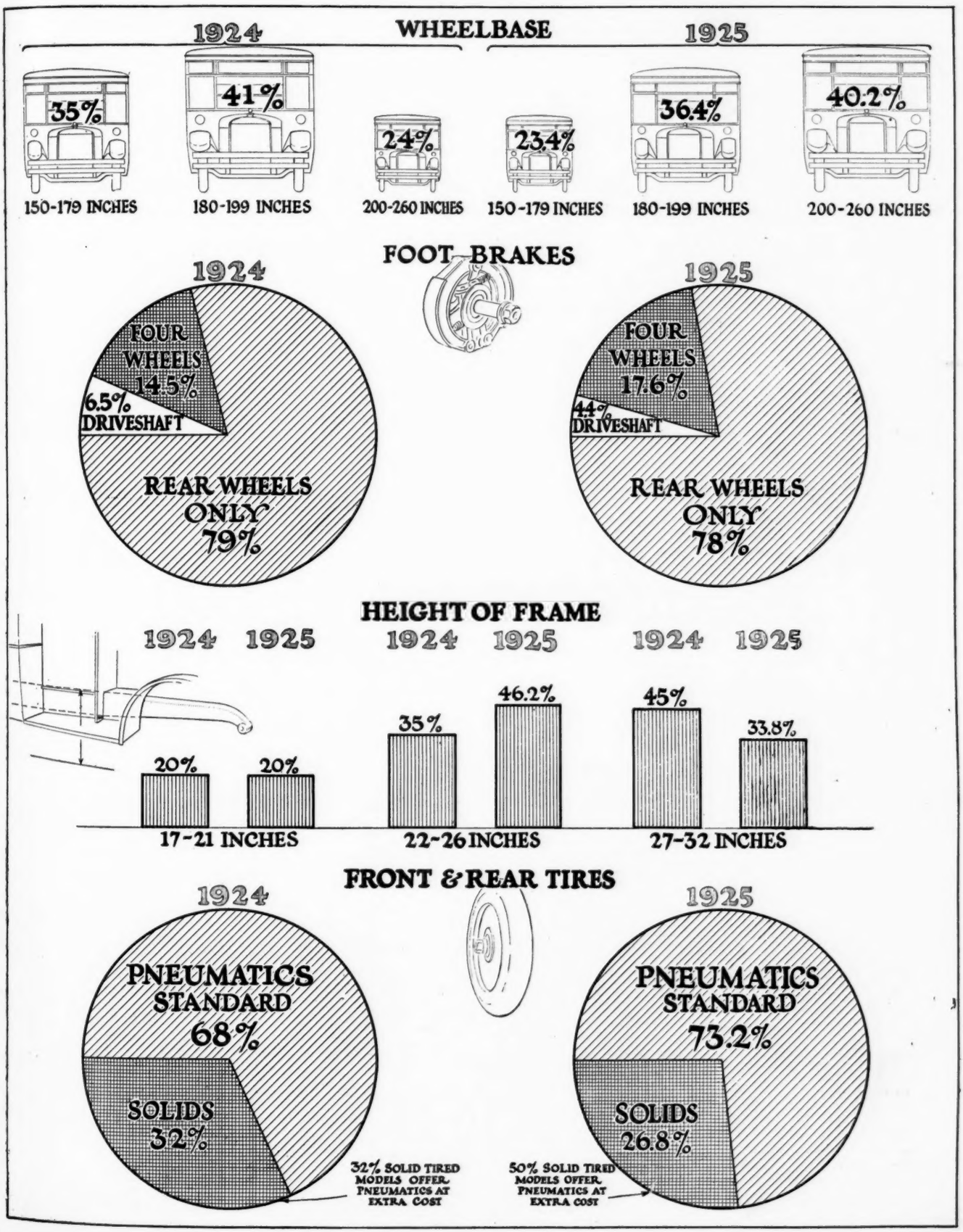
Worm final drive, though used on 50 per cent of models, shows a decrease of six points in the percentage scale. Internal gear drive has dropped from 12 to 7.1 per cent and there has been a gain from 12 to 16.6 per cent in spiral bevel and from 20 to 24.3 per cent in double-reduction. A part of this change has been brought about by the tendency to increase maximum speed and the use of larger engines with the net result that less reduction is required. Probably this has made the spiral bevel gear feasible in some cases where, if a larger reduction had been required, the size of ring gear needed would have decreased clearance unduly.

*NOTE—In the table of bus specifications published in last year's statistical issue, the data for certain chassis, subject to classification as bus chassis, were omitted. The charts which accompanied that table, of course, were based on figures in said table. Before drawing comparisons between specifications covering the whole bus field both this year and last, it was necessary to add to last years' table the specifications of all buses then in production and to include said buses, if still in production, in this year's table together with specifications of such additional models as since have been placed on the market. This permits a truer comparison than otherwise would be possible, but the change in "base" should be born in mind if charts which accompanied last year's table are compared directly with those used this year, since the revised figures of 1924 are the ones used here for comparison with 1925.

More Six Than Four-Cylinder Bus Engines



Trend in Important Features of Bus Design



American Gasoline

This table comprises Motor Bus Chassis which ar

For other chassis which are recommended and adapted for Bus use, see models

MAKE AND MODEL	GENERAL							ENGINE						ELECTRICAL SYSTEM					GOVERNOR		TRANS	
						Tires, Type and Size						Fuel System		Ignition System				Battery			Clutch	
	Passenger Rating	Price—Chassis	Standard Wheelbase (Ins.)	Tread, Front and Rear (Ins.)	Chassis Weight (Lbs.)	Front (Ins.)	Rear (Ins.)	Make and Model	Number of Cylinders, Bore and Stroke (Ins.)	Rated Horse Power (N.A.C.C.)	Valve Arrangement	Oiling System	Carbureter Make	Fuel Feed	Make	Current Source	Generator and Starter Make	Maximum Capacity of Generator (Watts)	Make	Voltage and Amp. Hour Capacity	Type	Maximum Governed Speed (M.P.H.)	Make	Type
Ace.....C	30	$4800	204	70 -80½	6500	S-36x6	S-38x7	Cont.....6B	6-3⅜x6	33.7	L...	Pr Cs.	Zen...	V..	Eis...	M..	Rem.....	.....	USL..	6-110	.....	.....	B-L...	MDD
Acme.....116	16	.....	180	58 -58	5200	P-32x6	P-32x6	Cont.....6B	6-3⅜x5	33.7	L...	Pr Cs.	Zen...	V..	Opt...	B..	Bos.....	.....	Wil..	6-111	N P...	N P..	B-L...	MDD
Acme.....K	30	.....	200	58½-74	7200	P-36x6	P-36x6d	Cont.....6B	6-3¾x5	33.7	L...	Fl Pr..	Zen...	V..	Eis...	M..	Rem a..	240	Wil...	6-111	N P...	N P..	B & B	S P..
†Ameco.....C	36	.....	213½	64½-76	9000	P-32x6	P-32x6	WSM....102	4-4¾x6	36.1	I...	Fl Pr..	Str....	V..	Spl...	B..	L-N.....	.....	Sta...	12-180	Ce....	35	Ful...	MDD
†Bridgeport.....45	30	$3850	178	60 -72	5500	P-36x6	P-36x6d	Buda...EBU	4-4¼x5½	28.9	L...	Pr Cs.	Zen...	V..	Eis...	M..	Bos.....	Opt.	Wil..	6-120	N P...	N P..	B-L...	MDD
Brockway.....EB	20	.....	153	56 -56	3850	P-30x5	P-32x6	Wisc.....SU	4-4 x5	25.6	I...	Pr Cs.	Zen...	V..	Eis...	M..	L-N.....	112	Exi...	12-220	N P...	N P..	B-L...	MDD
Brockway.....EB4	20	.....	153	56 -56	3900	P-30x5	P-32x6	Wisc.....Y	6-3⅜x5	27.3	I...	Pr Cs.	Zen...	V..	Eis...	M..	L-N.....	112	Exi...	12-220	N P...	N P..	B-L...	MDD
Brockway.....H	22	.....	200	60 -66	4975	P-33x5	P-33x5d	Cont.....6B	6-3⅜x5	33.7	L...	Fl Pr..	Zen...	V..	Eis...	M..	L-N.....	350	Exi...	12-220	N P...	N P..	B-L...	MDD
Brockway.....J3	25	.....	185	66½-71	6585	P-36x6	P-36x6d	Cont.....6B	6-3¾x5	33.7	L...	Fl Pr..	Zen...	V..	Eis...	M..	L-N.....	350	Exi...	12-220	N P...	N P..	B-L...	MDD
Clinton.....65B	30	4075	184	58½-58½	5925	P-36x6	P-36x6d	Bud....EBU	4-4½x5½	28.9	L...	Pr Cs.	Zen...	V..	Opt...	M..	Bos.....	.....	Prt...	6-90	.....	.....	B-L...	MDD
Clinton.....65BS	35	4800	220	68 -76¾	6600	S-36x6	S-36x6d	Bud....YBU	6-4½x6	32.1	L...	Pr Cs.	Zen...	V..	Opt...	M..	Bos.....	.....	Prt...	6-130	.....	.....	B-L...	MDD
Day-Elder.....20	20	.....	168	56 -58	5200	P-36x6	P-38x7	Buda...KBU	4-4 x5¼	25.6	L...	Fl Pr..	Zen...	V..	Eis...	M..	Bos.....	75	Wil...	6-153	Su....	35	B-L...	MDD
Day-Elder.....25	25	.....	180	58 -58½	5600	P-36x6	P-40x8	Cont.....6B	6-3⅜x5	33.7	L...	Fl Pr..	Zen...	V..	Eis...	M..	Bos.....	75	Wil...	6-153	Su....	35	B-L...	MDD
Day-Elder.....30	30	.....	196	68½-74	7000	P-36x6	P-36x6d	Buda...BUS	6-4 x5⅛	38.4	L...	Fl Pr..	Zen...	V..	Eis...	M..	L-N.....	300	Wil...	12-153	Ce....	35	B-L...	MDD
Duplex.....FB	23	.....	181	58 -72	5500	S-34x5	P-34x5d	Bud...EBU1	4-4¼x5½	28.9	L...	Pr Cs.	Zen...	V.	Eis...	M..	Wes.....	.....	Prt...	6-220	.....	.....	B-L...	MDD
Fageol.....	22	5365	218	70 -76	6450	P-36x6	P-36x6d	HaS.....50	4-4¼x5½	28.9	I...	Pr Cs.	Zen...	V..	Del...	B..	Del.....	12	Exi...	6-240	Ce....	41	B-L...	MDD
Fageol.....	29	6315	230	70 -70	6700	P-36x6	P-38x7	HaS.....75	6-4¼x5½	43.0	I...	Pr Cs.	Zen...	V..	Del...	B..	Del.....	.....	Exi...	12-240	Ce....	41	B-L...	MDD
Federal.....BB-6	25	.....	190	60 -60	5450	P-36x6	P-36x8d	Cont.....6B	6-3¾x5	33.7	L...	Pr Cs..	Zen...	V..	Eis...	M..	Rem.....	.....	Exi...	6-185	Ce....	35	B & B	SP...
Fifth Ave. Coach....J	29	§6900	172	68¼-71¼	5660	C*-34x5	C*-34x7d	Yell.....EZ	4-4 x6	25.6	Sl...	Pr Cs.	Zen...	V..	Eis...	M..	§§N-E..	300	Wil...	12-90	N P...	N P..	Own..	SP...
Fifth Ave. Coach..1-L	55	§8600	174‡	67 -77½	6670	S*-36x5	S*-36x5d	Yell.....EZ	4-4 x6	25.6	Sl...	Pr Cs.	Zen...	G..	Eis...	M..	§§N-E..	300	Wil...	12-90	N P...	N P..	Own..	SP...
Garford.....KB	17	.....	180	58 -59½	3600	P-32x6	P-32x6	Wisc.....Y	6-3⅜x5	27.3	I...	Pr Cs.	Zen...	V..	A-L...	B..	A-L.....	.....	USL..	6-	N P...	N P..	Own..	MDD
Garford.....726	25	.....	168	56 -65½	5400	P 32x6	P-32x6d	Buda..EBU1	4-4¼x5½	28.9	L...	Pr Cs.	Str...	V..	Spl...	M..	A-K.....	.....	Exi...	.....	Opt...	Opt...	Own..	MDD
Garford.....51D	29	.....	187	68 -80	6500	P-36x6	P-36x6d	Buda..YBU1	4-4½x6	32.4	L...	Pr Cs.	Str...	V..	Spl...	M..	Rem b..	.....	Wil...	6-190	Opt...	Opt...	Own..	MDD
Graham.....JB	18	§3700	158	56 -57¼	3700	P-30x5	P-32x6	Dodge Bros..	4-3⅞x4½	24.0	L...	Splash	Ste...	V..	N-E..	B..	N-E.....	300	Wil...	12-50	N P...	N P..	Dod..	MDD
Guilder.....20	18	2500	150	58 -58	4000	P-32x6	P-32x6	Cont.....8R	6-3⅜x4½	27.3	L...	Pr Cs.	Zen...	V..	Bos...	B..	Bos.....	.....	Wil...	12-	N P...	N P..	B-L...	MDD
Guilder.....36	30	4650	191	64 -70	5600	P-36x6	P-36x6d	Buda...BUS	6-4 x5¼	38.4	L...	Fl Pr..	Zen...	V..	Eis...	M..	L-N.....	.....	Wil...	12-	Ce....	30	B-L...	MDD
Guilder.....30	30	4650	191	64 -70	5600	P-36x6	P-36x6d	Buda...EBU	4-4¼x5½	28.9	L...	Pr Cs.	Zen...	V..	Eis...	M..	L-N.....	.....	Wil...	12-	Ce....	30	B-L...	MDD
International.....S-L	16	.....	150	56 -56	2940	P-33x5	P-33x5	Lyco.....KB	4-3½x5	19.6	L...	Sp Pr.	Zen...	G..	Rem...	B..	Rem.....	130	Pre...	6-100	N P...	N P..	Lon...	SP...
International.....54-L	18	.....	180	66 -68	5900	P-34x7	P-34x7	Own.....Spe	6-3⅜x5	33.6	L...	Pr Cs.	Opt...	V..	Opt...	O..	Rem.....	200	Pre...	6-205	N P...	N P..	B-L...	MDD
International.....54-M	24	.....	220	68 -68	7500	P-34x7	P-36x8	Own.....Spe	6-4 x5⅛	38.4	L...	Pr Cs.	Opt...	V..	Opt...	O..	Rem.....	250	Pre...	6-205	N P...	N P..	B-L...	MDD
International.....54-H	30	.....	250	68 -75	8000	P-36x6	P-36x6d	Own.....Spe	6-4 x5⅛	38.4	L...	Pr Cs.	Opt...	V..	Opt...	O..	Rem.....	250	Pre...	6-205	N P...	N P..	B-L...	MDD
International..54-H-1	34	.....	250	68 -75	8500	P-36x6	P-36x6d	Own.....Spe	6-4½x5¾	48.6	L...	Pr Cs.	Opt...	V..	Opt...	O..	Rem.....	250	Pre...	6-205	N P...	N P..	B-L...	MDD
International..54-DD	60	.....	204	74 -80	8600	S*-36x6	S*-36x6d	Own.....Spe	6-4 x5⅛	38.4	L...	Pr Cs.	Opt...	V..	Opt...	O..	Rem.....	250	Pre...	6-205	N P...	N P..	B-L...	MDD
Kissel.....K	18	.....	202	64½-66	.....	P-34x7	P-34x7d	Own.....K	4-4¼x5½	28.9	L...	Sp Pr.	Str...	V..	Bos...	M..	Rem.....	.....	Wil...	6-153	NP...	NP..	B-L...	MDD
Larrabee.....X-2	16	1910	155	56 -56	3450	S-34x5	S-34x5	Cont.....AR	6-3⅜x4½	27.3	L...	Pr Cs.	Zen...	V..	Bos...	M..	N-E.....	.....	Exi...	6- 80	.....	.....	Own..	MDD
Larrabee.....XH3	21	3600	186	62 -66	4670	P-32x6	P-32x6d	Cont.....6B	6-3¾x5	33.7	L...	Pr Cs.	Zen...	V..	Bos...	M..	N-E.....	.....	Exi...	6-240	.....	.....	Own..	MDD
Mack.....Great C	33	.....	266	.....	11000	P-34x7	P-34x7	Own.....C	6-4½x6	43.3	L..	Sp Pr.	Str...	P..	Spl...	M..	N-E.....	.....	Exi...	12-120	.....	55	Own..	MDD
Mack (Sedan).....AB	24	4750	2304	68 -63⅜	....	S*-36x6	S*-36x6d	Own.....AB	4-4½x5	28.9	L...	Sp Pr.	Str...	V..	Spl...	M..	N-E.....	1300	Exi...	12-120	N P...	N P..	Own..	MDD
Mack (City).....AB	25	4650	196	68 -63⅜	....	S*-36x6	S*-36x6d	Own.....AB	4-4½x5	28.9	L...	Sp Pr.	Str...	V..	Spl...	M..	N-E.....	1300	Exi...	12-120	N P...	N P..	Own..	MDD
Mason.....C	..	2150	168	56 -56	3900	P-30x5	P-30x5d	Her.....OX	4-4 x5	25.6	L...	Pr Cs.	Zen...	V..	A-L...	B..	A-L.....	.....	USL..	6-166	.....	.....	B & B	SP...
Menominee.....T	16	2600	175	58 -57¾	3850	P-32x6	P-32x6d	Wisc.....Y	6-3⅜x5	27.3	I...	Pr Cs.	Zen...	V..	Rem...	M..	Rem.....	.....	Wil...	6-	Ce....	38	Det...	MDD
Menominee.....DB	25	4400	186	68 -73	6020	P-36x6	P-36x6d	Wisc...TAU	4-4 x6	25.6	I...	Pr Cs.	Str...	V..	Eis...	M..	Bos.....	.....	Wil...	6-	u....	32	Det...	MDD
Moreland.....RC	12	2280	180	56 -56	3850	P-32x6	P-32x6	Herc.....0	4-4 x5	25.6	L...	Pr Cs.	Zen...	V..	Spl...	M..	A-L.....	85	Hob..	6-140	N P...	N P..	B-L...	MDD
Moreland.....EC	20	3780	178	61 -60	4590	P-34x5	P-34x5d	Cont.....K4	4-4½x5¼	27.2	L...	Fl Pr..	Str...	V..	Spl...	M..	A-L.....	150	Hob..	6-140	N P...	N P..	B-L...	MDD
Moreland.....AC	25	4700	187	68 -70	5660	P-36x6	P-36x6d	Cont.....L4	4-4½x5½	32.4	L...	Fl Pr..	Str...	V..	Spl...	M..	A-L.....	150	Hob..	6-140	N P...	N P..	B-L...	MDD
†Parker.....E24B	16	2400	150	55 -58	3700	P-32x6	P-32x6	Wisc.....SU	4-4 x5	25.6	I...	Pr Cs.	Str...	V..	Wes...	B..	Wes.....	90	Glo...	6-80	Ce....	40	Ful...	MDD
†Phila. Motor Coach.P	65	6500	216	64½-75	8750	S-34x6	S-34x6d	Own.....P	6-4 x6	38.4	I...	Pr Cs.	Zen...	V..	N-E..	B..	N-E.....	.....	Exi	12-180	Ce....	25	B-L...	MDD
Pierce Arrow.....Z	30	4750	220	68 -73⅝	6200	S*-36x5	S*-36x5d	Own.....Z	6-4 x5½	38.4	T...	Fl Pr..	Own..	P..	Del...	B..	Del.....	.....	Wil...	6-162	N P...	N P..	Own..	MDD
Pierce Arrow.....Z	25	4600	196	68 -78⅝	6100	S*-36x5	S*-36x5d	Own.....Z	6-4 x5½	38.4	T...	Fl Pr..	Own..	P..	Del...	B..	Del.....	.....	Wil...	6-162	N P...	N P..	Own..	MDD
Rehberger.....B-2	25	.....	192	58 -65½	6470	P-36x6	P-36x6d	Buda...BUS	6-4 x5½	38.4	L...	Fl Pr..	Str...	V..	Bos...	M..	L-N.....	300	Wes...	12-98	Opt...	30	Ful...	MDD
Reo.....W	21	2470	176	56 -57¼	3680	P-32x6	P-32x6d	Own.....W	6-3⅛x5	24.3	F...	Sp Pr.	Sch...	V..	N-E..	B..	N-E.....	.....	Wil...	6-153	.....	.....	Own..	MDD
Ruggles.....70	25	.....	218	69 -72	5400	P-32x6	P-32x6d	Wisc.....Z	6-4½x5	48.6	I...	Fl Pr..	Str...	V..	Bos...	B..	Opt.....	.....	Wil...	6-200	N P...	N P..	B-L...	MDD
Safeway.....36837	27	.....	255	68 -78	7000	P-34x7	P-34x7	Cont.....6B	6-3¾x5	33.7	L...	Pr Cs.	Str...	V..	Eis...	M..	N-E.....	150	Wil...	12-154	N P...	N P..	B-L...	MDD
Safeway.....55	27	.....	255	68 -78	8000	P-34x7	P-34x7	Cont.....IH	6-4½x5¾	48.6	L...	Fl Pr..	Str...	V..	Eis...	M..	N-E.....	300	N-E..	12-154	N P...	N P..	B-L...	MDD
Schacht.....0	27	5900	200	67½-84¼	6400	P-36x6	P-36x6d	Wisc.....Z	6-4½x5	48.6	I...	Fl Pr..	Zen...	V..	Bos...	M..	L-N.....	300	Cin...	12-100	N P...	N P..	Ful...	MDD
Selden.....52	30	.....	195	68 -74	7200	S-36x5	S-36x5	Cont.....L4	4-4¼x5½	32.4	L...	Fl Pr..	Str...	V..	Bos...	M..	N-E.....	.....	Prt...	12-	.....	.....	B-L...	MDD
Selden.....	.....	.....	195	68 -74	7200	S-36x5	S-36x5	Cont.....6B	6-3⅜x5	33.8	L...	Pr Cs.	Zen...	V..	Eis...	M..	N-E.....	.....	Prt...	12-300	.....	.....	B-L...	MDD
Sterling.....GB6	Opt.	.....	Opt.	60¼-58½	....	P-36x6	P-36x6d	Wauk.....6A	6-4½x5¾	48.6	L...	Pr Cs.	Zen...	V..	Eis...	M..	Rem.....	.....	Gou...	6-132	Ce....	27	B-L...	MDD
Sterling.....GB2	29	.....	174	60¼-58½	6000	P-36x6	P-36x6d	Wauk.....CU	4-4⅝x5¾	30.6	L...	Pr Cs.	Zen...	V..	Eis...	M..	Bos.....	.....	Gou...	6-132	Ce....	35	B-L...	MDD
†Ultimate.....BU	30	5600	198	66½-69	....	P-36x6	P-36x6d	Buda...YBU	4-4½x6	23.4	L...	Pr Cs.	Str...	V..	Eis...	M..	N-E.....	.....	Wes...	12-378	Opt...	Opt...	B-L...	MDD
Union.....CG	30	.....	233½	60 -60	6500	P-32x6	P-32x6d	Cont.....6	4-4¾x6	36.1	L...	Pr Cs	Zen...	V..	Bos...	B..	Bos.....	.....	Prt...	6-170	.....	.....	Ful...	MDD
Union.....EC	19	.....	198	58 -58	4500	S-34x7	S-34x7	Cont.....6	4-3⅝x4½	18.2	L...	Pr Cs.	Zen...	V..	Bos...	B..	Bos.....	.....	Prt...	6-137	.....	.....	Ful...	MDD
United.....A	30	.....	220	64½-66	....	S-36x8	S-36x8	Bud....BUS	6-4 x5⅛	38.0	L...	Pr Cs.	Str...	V..	Bos...	B..	Bos.....	.....	Wil...	6-220	.....	.....	B-L...	MDD
Uppercu (Single) 20-80	30	.....	220	70 -80	7000	P-38x9	P-38x9	Cont.....6B	6-3¾x5	33.7	L...	Pr Cs.	Str...	V..	Del...	B..	Del.....	300	Wes...	6-300	N P...	N P..	B-L...	MDD
Ward La France...3B	25	.....	196	58 -65½	6300	P-36x6	P-36x6d	Wau.....DU	4-4½x6¼	32.4	L...	Pr Cs.	Str...	V..	Bos...	M..	Rem.....	.....	Wil...	6-177	.....	.....	B-L...	MDD
White.....50A	25	4950	198	58½-67½	5775	P-32x6	P-32x6d	Own.....50A	4-4¼x5¾	28.9	L...	Pr Cs.	Zen...	V..	Opt...	M..	L-N.....	.....	Opt...	12-132	Ce....	Opt...	Own..	SP...
Yellow Coach.....Z	67	.....	200	71 -73½	7313	S-34x6	S*-34x5d	Own.....Z	4-4 x6	25.6	Sl...	Pr Cs.	Zen...	G..	Opt...	M..	N-E.....	300	Ves...	12-100	Ce....	32	Own..	SP...
Yellow (Double)..YZ	67	.....	200	71 -73⅝	7515	S-34x6	S-*34x6d	Own.....YZ	6-4¼x5½	43.3	Sl..	Pr Cs.	Zen...	V..	N-E..	B..	N-E.....	300	Ves...	12-100	Stk...	35	Own..	SP...
Yellow (Single)...YZ	29	.....	200	72¼x76¾	7515	P-36x6	P-36x6d	Own.....YZ	6-4¼x5½	43.3	Sl..	Pr Cs.	Zen...	V..	N-E..	B..	N-E.....	300	Ves...	12-100	Stk...	35	Own..	MDD
Yellow.....Y	29	.....	225	74 -74	....	P-32x6	P-32x6d	Own.....Y	6-4¼x5½	43.3	Sl..	Pr Cs.	Zen...	V..	N-E..	B..	N-E.....	250	Ves...	12-100	Stk...	50	B-L...	MDD
Yellow (Gas-Elec.)Z-6	64	.....	230	71 -74	4875	S-34x6	S-34x6d	Own.....YZ	6-4¼x5½	43.3	Sl..	Pr Cs.	Zen...	V..	N-E..	B..	N-E.....	600	Exi...	12-100	Stk...	Opt...	None.	None

ABBREVIATIONS:

*—Pneumatics optional at extra cost
‡—Also Fabric Joint
†—1924 specifications
§—Price with body
§§—Generator Only
‡‡—Optional at extra cost

a—and Delco
b—and Atwater-Kent
c—and Westinghouse
AB—Air Brakes
A-K—Atwater-Kent
A-L—Auto-Lite

A-P—Air Pressure
Arc—Archibald
Atl—Atlas
B-Fw—Both internal and external on four wheels
B&B—Borg & Beck

B-L—Brown-Lipe
Blo—Blood
Bos—Bosch
BPS—Bevel Pinion and Sector
Bud—Budd
C—Cushion
C&L—Cam & Lever

Motor Bus Specifications

Designed and sold exclusively for Passenger Transportation

Figures following ‡‡ sign in "American Gasoline Truck Specifications," pages 389-395

TRANSMISSION							REAR AXLE				BRAKES						SPRINGS			RUNNING GEAR						MAKE AND MODEL
Clutch	Gearset										Service				Emergency						Steering Gear			Wheels		
Make	Make	Location	Number of Forward Speeds	Low Gear Reduction	Power Tire Pump	Universal Joints, Number and Make	Make and Model	Final Drive	Type	Total Ratio from Engine to Drive Wheels on Direct	Type and Location	Operation	Action	Braking Area (Sq. Ins.)	Type and Location	Braking Area (Sq. Ins.)	Front Length and Width (Ins.)	Rear Length and Width (Ins.)	Shackles Type, Front and Rear	Front Axle Make	Make	Type	Outside Dia. of Minimum Turning Circle (Ft.)	Make	Type and Material	
B-L...	Eng...	4	....	.....	-Pet..	Tim....6516	Wo.	F F.	5.40	I-Rw..	Mec..	Dir...	....	I-Rw..				M-M..	Tim...	Ros...	C&L.	.....	Day..	S-C...	Ace.....C
B-L...	Eng...	4	3.29	Opt...	2-Blo..	la....B501	SB..	½ F	5.50	I-Rw..	Mec..	Dir...	226	I-Iw...	226	40 -2½	60 -2½	M-M..	Shu...	Ros...	C&L.	68	Van..	S-C...	Acme.....116
Cot...	Eng...	4	5.20	Opt...	2-Blo..	Tim....6511	Wo.	F F.	6.00	I-Rw..	Mec..	Dir...	247	I-Rw..	247	42 -3	64 -3	M-M..	Tim...	Ros...	C&L..	68	Bud...	D-P...	Acme.....K
Ful...	SeU...	8	....	Stk...	2-Blo..	Vig.....425	I G.	F F.	5.40	I-Fw..	Mec..	Dir...	678	I-Rw..	....	40 -2½	40 -2½	M-M..	Shu...	Ros...	C&L..	69	Spe...	D-C..	†Ameco.....C
B-L...	Eng...	4	....	Stk...	2-Spi..	Tim....6560	Wo.	F F.	6.70	I-Rw..	Mec..	Dir...	....	I-Rw..	....	40 -2½	56 -3	M-M..	Tim..	Ros...	W&S.	36	Bud...	D-P...	†Bridgeport.....45
B-L...	Eng...	3	5.35	Opt...	2-Spi..	Col....52001	S B.	¾F.	5.12	E-Rw.	Mec..	Dir...	120	I-Rw..	108	46 -2½	60 -3	M-M..	Col...	Ros...	C&L.	56	Ind...	D-P...	Brockway.....EB
B-L...	Eng...	3	5.35	Opt...	2-Spi..	Col....52001	SB..	¾ F	5.12	E-Rw.	Mec..	Dir...	120	I-Rw..	108	46 -2½	60 -3	M-M..	Shu...	Ros...	C&L.	56	Md...	D-P...	Brockway.....EB4
B-L...	Eng...	3	5.35	Opt...	3-Spi..	Tim....5816	SB..	½ F	5.44	I-Rw..	Mec..	Dir...	....	I-DS..	114	46 -2½	60 -3	M-M..	Shu...	Ros...	C&L..	56	Bud...	D-P...	Brockway.....H
B-L...	Eng...	4	5.35	Opt...	4-Spi..	Cla.....3D	I G.	F F.	7.00	E-DS.	Mec..	Dir...	195	I-Rw..	300	46 -3	60 -3½	M-M..	Shu...	Ros...	C&L..	62½	Sew...	D-P...	Brockway.....J3
B-L...	SeU...	4	....	.....	-M-E	Tim....6596	Wo.	F F.	6.50	I-Rw..	Mec..	Dir...	....	I-Rw..	....	.....	.....	M-M..	Tim...	Ros...	C&L..	.....	Bud...	D-P...	Clinton.....65B
B-L...	SeU...	4	....	.....	-M-E	Tim....6516	Wo.	F F.	6.70	I-Rw..	Mec..	Dir...	....	I-Rw..	....	.....	.....	M-M..	Tim...	Ros...	C&L..	.....	Bud...	.....	Clinton.....65BS
B-L...	Eng...	3	3.36	Opt...	3-Spi..	Tim....6462	Wo.	½ F	6.00	I-Rw	Mec..	Dir...	152	I-Rw..	152	40 -2½	54 -2½	M-M..	Tim..	Gem..	W&W.	60	Van...	S-C...	Day-Elder.....20
B-L...	Eng...	4	5.35	Opt...	3-Spi..	Tim....6566	Wo.	F F.	6.75	I-Rw..	Mec..	Dir...	184	I-Rw..	184	42 -2½	56 -3	M-M..	Tim..	Gem..	W&W.	60	Bud..	D-P...	Day-Elder.....25
B-L...	Eng...	4	5.35	Opt...	3-Spi..	Huck....85	DR.	F F.	5.72	I-Rw..	Mec..	Dir...	410	I-Rw..	284	46 -2½	60 -3	M-M..	She...	Gem..	W&W.	54	Bud.	D-P...	Day-Elder.....30
B-L...	Eng...	4	....	.....	-Pet..	Vul.....4	Wo.	F F.	6.50	I-Rw..	Mec..	Dir...	....	I-Rw..	....	.....	.....	M-M..	Shu...	Ros...	C&L..	.....	Mot...	D-P...	Duplex.....FB
B-L...	Eng...	4	....	N P..	4-Spi..	Tim....6466	Wo.	F F.	4.60	I-Rw..	Opt...	Opt...	130	I-Rw..	130	41 -2½	58 -3	M-M..	Tim..	Ros...	C&L..	76	Bud...	D-P...	Fageol.....
B-L...	Eng...	4	....	N P..	4-Spi..	Tim....6466	Wo.	F F.	4.60	I-Rw..	Opt...	Opt...	130	I-Rw..	130	41 -2½	56 -3	M-M..	Tim..	Ros...	C&L..	77	Bud...	D-P...	Fageol.....
Det...	SeU...	4	6.70	N P..	2-Spi‡.	Tim....6560	Wo.	F F.	6.70	....	....	....	....	....	....	....	....	M-M..	Own..	Gem..	S&N..	56	Smi...	D-P...	Federal.....BB-6
B & B.	SP...	4	1.00	N P..	2-Sne..	Tim....6412	Wo.	½F.	5.40	I-Rw..	Mec..	Dir...	182	I-Rw..	182	48 -3	62 -3	R-R..	Tim..	Ros...	S&N..	62	Own..	S-C...	Fifth Ave. Coach...J
Own..	SeU...	4	1.00	N P..	2-Sne..	Own.....1L	I G.	F F.	6.57	E-Rw.	Mec..	Dir...	534	E-DS.	207	48 -3½	56 -3½	M-M..	Own..	Ros...	S&N..	65	Own..	S-C...	Fifth Ave. Coach...1-L
B-L...	Eng...	3	4.80	N P..	2-Uni..	Tim..5316H	Wo.	½ F	5.37	E-Fw.	Hyd..	Dir...	412	I-Rw..	220	40 -2½	56 -2½	M-M..	Tim..	Lav...	S&N..	58	Day..	S-C...	Garford.....KB
Own..	SeU...	4	4.84	Opt...	2-Spi..	Tim....6566	Wo	F F.	5.40	I-Rw.	Mec..	Dir...	185	I-Rw..	185	42 -2½	50 -2½	M-M..	Own..	Ros...	S&N..	60	Bud...	D-P...	Garford.....726
Own..	SeU...	4	4.84	Stk...	2-Spi..	Tim....6511G	Wo.	F F.	5.40	I-Rw.	Mec..	Dir...	235	I-Rw..	235	42 -3	60 -3½	M-M..	Tim..	Ros...	S&N..	60	Day..	S-C...	Garford.....51D
Dod..	Eng...	3	8.74	N P..	3-Uni..	Own.....JB	SB..	½ F	6.28	I-Rw.	Mec..	Dir...	230	I-Rw..	230	37 -2	56 -3	M-M..	Eat...	Dod..	W&W.	44	St M..	S-W..	Graham.....JB
B-L...	Eng...	3	....	N P..	2-M-E	Cla.....500	SB..	½ F	.....	I-Rw.	Mec..	Dir...	....	I-Rw..	....	40 -2½	56 -2½	M-M..	Shu...	Ros...	'&L.	70	Bud...	D-P...	Guilder.....20
B-L...	Eng...	4	....	N P..	2-M-E	Wis....125K	DR.	¾ F	5.83	I-Rw.	Mec..	Dir...	....	I-Rw..	....	44 -3	60 -3½	M-M..	Shu...	Ros...	S&N..	70	Bud...	D-P...	Guilder.....36
B-L...	Eng...	4	....	N P..	2-M-E	Wis....125K	DR.	¾ F	5.83	I-Rw.	Mec..	Dir...	....	I-Rw..	....	44 -3	60 -3½	M-M..	Shu...	Ros...	S&N..	70	Bud...	D-P...	Guilder.....30
Own..	Eng...	3	4.00	Sta...	2-Own	Own.....Spe	IG..	DD.	25.10	E-Rw.	Mec..	Dir...	174	I-Rw..	174	39 -2½	57½-2½	M-M..	Own..	CAS..	W&W.	58	Opt...	Opt...	International.....S-L
B-L...	SeU...	4	5.35	AB...	3-Own	Own.....Spe	SB..	½ F	Opt...	I-Fw.	A-P..	Pow..	552	I-Rw..	300	46 -3	60 -3	M-M..	Own..	Ros...	C&L.	.....	Bud...	D-P...	International....54-L
B-L...	SeU...	4	5.35	AB...	4-Own	Own.....Spe	DR.	FF..	Opt...	I-Fw.	A-P..	Pow..	612	I-Rw..	240	46 -3	60 -4	M-M..	Own..	Ros...	C&L.	.....	Bud...	D-P...	International....54-M
B-L...	SeU...	4	5.35	AB...	4-Own	Own.....Spe	DR.	FF.	Opt...	I-Fw.	A-P..	Pow..	732	I-Rw..	288	46 -3	60 -4	M-M..	Own..	Ros...	C&L	.....	Bud...	D-P...	International....54-H
B-L...	SeU...	4	5.35	AB...	4-Own	Own.....Spe	DR.	FF.	Opt...	I-Fw.	A-P..	Pow..	732	I-Rw..	288	46 -3	60 -4	M-M..	Own..	Ros...	C&L	.....	Bud...	D-P...	International..54-H-1
B-L...	SeU...	4	5.35	AB...	4-Own	Own.....Spe	DR	DD.	Opt...	B-Fw	A-P..	Pow..	700	I-Rw..	450	46 -3	60 -4	M-M..	Own..	Ros...	C&L	.....	Bud...	D-P...	International..54-DD
B-L...	Eng...	3	....	N P..	-Spi..	Wis.....60B	DR.	¾ F	.....	I-Rw..	Hyd..	Dir...	....	I-Rw..	....	.....	.....	M-M..	Shu...	Ros...	C&L.	.....	Whi...	D-P..	Kissel.....K
Own..	Eng...	3	....	.....	-Sne..	Sal.....D	SB..	¾ F	7.70	E-Rw.	Mec..	Dir...	....	F&Ds.	....	.....	.....	M-M..	Sal...	Gem..	S&N..	.....	Md...	D-P...	Larrabee.....X-2
Own..	Eng...	3	....	.....	-Spi..	She.....	Wo.	½ F	5.50	I-Rw.	Mec..	Dir...	....	F&Ds.	....	.....	.....	M-M..	Shu...	Ros...	C&L.	.....	Bud...	D-P...	Larrabee.....XH3
Own..	Eng...	4	....	.....	-Spi..	Own.....AB	DR.	F F.	.....	I-Rw..	Mec..	Dir...	....	F&Ds.	....	.....	.....	R-R..	Own..	Own..	W&W.	.....	Bud...	D-P...	Mack.....Great C
Own..	Eng...	4	Opt.	Opt...	4-Spi..	Own.....AB	DR.	FF..	6.67	I-Rw..	Mec..	Dir...	255	E-DS.	144	42½-3	60½-4	R-R.	Own..	Own..	W&W.	65	Bud...	D-P...	Mack (Sedan).....AB
Own..	Eng...	4	Opt.	Opt...	2-Spi..	Own.....	DR.	F F.	6.67	I-Rw..	Mec..	Dir...	255	FE-DS	144	42½-	3 60½x	‡ R-R	Own..	..Own	W&W.	56½	Bud...	D-P...	Mack (City).....AB
Cam..	SeU...	3	....	.....	-Uni..	Fli....Spec.	S B.	½ F	5.30	E-Rw.	Mec..	Dir...	....	F&Ds.	....	.....	.....	M-M..	Fli...	Lav...	S&N..	.....	Bud...	D-P...	Mason.....C
Cot...	Eng...	3	3.68	Opt...	2-Spi‡.	Wis.....40	DR.	F F.	5.10	E-Fw	Mec..	Dir...	....	I-Rw..	....	40 -2½	56 -2½	M-M..	Shu...	Ros...	C&L..	61	Whi...	D-A...	Menominee.....T
Cot...	Eng...	4	5.20	Opt...	2-Spi‡.	Wis....120K	DR.	½ F	6.16	I-Rw.	Mec..	Dir...	....	I-Rw..	....	44 -2½	56 -3	M-M..	Tim...	Ros...	S&N..	59	Ind...	D-P...	Menominee.....DB
B-L...	Eng...	3	4.09	Opt...	2-Pet..	Tim....5512	Wo.	½ F	5.30	E-Rw.	Mec..	Dir...	244	I-Rw..	230	34½-2½	56 -3	M-M..	Tim...	Ros...	C&L.	65	Own..	D-A...	Moreland.....RC
B-L...	Eng...	4	5.35	Opt...	2-Pet..	Tim....6410	Wo	½ F	5.25	I-Rw.	Hyd..	Dir...	190	I-Rw..	190	38 -2½	56 -3	M-M..	Tim...	Ros...	C&L.	65	Bud...	D-P...	Moreland.....EC
B-L...	Eng...	4	5.35	Opt...	2-Pet..	Tim....6516	Wo.	F F.	6.00	I-Rw.	Hyd..	Dir...	240	I-Rw..	240	39½-2½	56 -3½	M-M..	Tim...	Ros...	C&L..	70	Bud...	D-P...	Moreland.....AC
Ful...	Eng...	3	4.00	Stk...	1-Blo..	Fli.....72Ba	S B.	F F.	4.90	E-Rw.	Mec..	Dir...	84	I-Rw..	84	34 -2	50 -2½	M-M..	Con...	Lav...	S&N..	50	Whi...	D-C..	†Parker.....E24B
B-L...	SeU...	4	....	N P..	4-Spi..	Atl.....	I G.	D...	7.00	-Rw.	Mec..	Dir...	....	-Rw..	....	.....	.....	M-M..	Shu...	Ros...	.....	70	Ind...	.....	†Phila. Motor Coach P
Own..	SeU...	4	5.35	Opt...	2-Spi..	Own.....Z	Wo.	½ F	6.00	E-DS.	Mec..	Dir...	240	I-Rw..	227	41 -3	60 -3½	M-M..	Own..	Own..	S&N..	80	Bud...	D-P...	Pierce Arrow.....Z
Own..	SeU...	4	5.35	Opt...	2-Spi..	Own.....Z	Wo.	½ F	6.00	E-DS.	Mec..	Dir...	240	I-Rw..	227	41 -3	60 -3½	M-M..	Own..	Own..	S&N..	75	Bud...	D-P...	Pierce Arrow.....Z
Ful...	Eng...	4	4.80	Opt...	2-Spi..	Tim....6566	Wo.	FF..	6.00	I-Rw..	Mec..	Dir...	186	I-Rw..	186	41 -2½	60 -3	M-M..	Shu...	Gem..	W&W.	66	Bud...	D-P...	Rehberger.....B-2
B-L...	SeU...	3	....	.....	-Own	Own.....W	S B.	½ F	5.70	E-Rw.	Mec..	Dir...	....	I-Rw..	....	.....	.....	M-M..	Own..	Own..	B-PS.	....	Bud...	D-P...	Reo.....W
B-L...	Eng...	4	5.35	Stk...	2-Spi..	Wis....66BF	DR.	FF..	.....	I-Rw..	Mec..	Dir...	486	E-DS.	135	44 -3	60 -4	M-M..	She...	Jac...	S&N..	.....	Bud...	D-P...	Ruggles.....70
B-L...	Eng...	4	5.35	Opt...	2-Blo..	Tim....6216	Wo.	½ F	6.25	I-Fw..	Mec..	Dir...	700	I-Fw..	700	50 -3½	42 -4	M-M..	Tim...	Ros...	C&L.	78	Bud...	D-P...	Safeway.....36837
B-L...	Eng...	3	4.09	Opt...	2-Blo..	Tim....6420	Wo.	FF..	5.00	I-Fw.	Mec..	Dir...	760	I-Fw..	435	50 -3½	46 -4	M-M..	She...	Ros...	C&L.	78	Bud...	D-P...	Safeway.....55
Ful...	SeU...	8	4.75	Stk...	2-Blo..	Wis....1300	DR.	FF..	6.00	I-Fw.	A-P..	Pow..	882	E-DS.	96	42 -3	60 -3½	M-M..	Shu...	Ros...	C&L.	67	Bud...	D-P...	Schacht.....0
B-L...	SeU...	4	....	.....	-Spi..	Tim.....	Wo.	F F.	7.70	I-Rw.	Mec..	Dir...	....	I-Rw..	....	.....	.....	M-M..	Tim...	Gem..	S&N..	.....	Arc...	.....	Selden.....52
B-L...	SeU...	4	....	.....	-Spi.	Tim.....	Wo.	F F.	7.70	I-Rw.	Mec..	Dir...	....	I-Rw..	....	.....	.....	M-M..	Tim...	Gem..	S&N..	.....	Arc...	.....	Selden.....
B-L...	Eng...	4	5.35	N P..	2-Spi.	Tim....6566	Wo.	½ F	5.40	I-Rw.	Mec..	Dir...	....	I-Rw..	....	48 -3	54 -3	M-M..	Tim...	Ros...	C&L..	.....	Bud...	D-P...	Sterling.....GB6
B-L...	Eng...	4	5.35	Stk...	2-Uni..	Tim....6566	Wo.	F F.	5.40	I-Rw.	Mec..	Dir...	....	I-Rw..	....	48 -3	54 -3	M-M..	Tim...	Ros...	C&L..	.....	Bud...	D-P...	Sterling.....GB2
B-L...	SeU...	4	5.35	Opt...	2-Spi..	Tim....6511A	Wo.	½ F	6.50	I-Rw..	Mec..	Dir...	....	I-Fw..	....	46 -3	62 -4	M-M..	Shu...	Ros...	W&S.	.....	Bud...	D-P...	†Ultimate.....BU
Ful...	SeU...	4	....	.....	.....	Wis.....SF	DR.	DD.	.....	.....	Mec..	Dir...	....	.....	....	.....	.....	M-M..	Tim...	Jax..	S&N..	.....	Bud...	D-P...	Union.....GC
Ful...	SeU...	4	....	.....	.....	Cla.....SF	SB..	F F.	.....	.....	Mec..	Dir...	....	.....	....	.....	.....	M-M..	Shu...	Jax..	S&N..	.....	Bud...	D-P...	Union.....EC
B-L...	Eng...	4	....	.....	-Blo..	Wis....66C	DR.	½ F	5.80	I-Rw.	Mec..	Dir...	....	I-Rw..	....	.....	.....	M-M..	Shu...	Ros...	C&L.	.....	Whi...	.....	United.....A
B-L...	Eng...	4	4.27	Opt...	2-Own	Own.....220	Wo.	.....	.....	I-Fw.	Vac...	Pow..	....	I-Fw..	....	64 -5	64 -4	E-E..	Own..	Ros..	W&W.	54	Own..	D-P...	Uppercu (Single)20-80
B-L...	SeU...	4	....	.....	-Spi..	Tim....6566	Wo.	F F.	6.00	I-Rw..	Mec..	Dir...	....	I-Rw..	....	.....	.....	M-M..	Col...	Ros...	C&L..	.....	Bud...	D-P...	Ward La France....3B
Own..	Eng...	4	4.12	Opt...	2-Spi.	Own.....50A	D R	½ F	4.67	E-Rw.	Mec..	Dir...	....	I-Rw..	....	41½-2½	60 -3	M-M..	Own..	Own..	W&S.	68	Bud...	S-P...	White.....50A
Own..	SeU...	4	4.98	N P..	2-‡..	Own.....Z	Wo.	½ F	7.00	I-Rw.	Mec..	Dir...	594	I-Rw..	....	48 -3½	60 -4	R-R..	Own..	Own..	C&L..	72	Bud..	S-C...	Yellow Coach.....Z
Own..	SeU...	4	4.98	N P..	2-Spi..	Own.....YZ	Wo.	½ F	5.25	I-Rw.	Mec..	Dir...	594	I-Rw..	....	48 -3½	60 -4	R-R.	Own..	Ros...	C&L..	72	Own..	S-C...	Yellow (Double)...YZ
Own..	SeU...	4	4.98	N P..	2-Spi..	Own.....YZ	Wo.	½ F	5.20	I-Rw.	Mec..	Dir...	594	I-Rw..	....	48 -3½	60 -4	M-M..	Own..	Ros...	C&L..	72	Bud...	D-P...	Yellow (Single)....YZ
B-L...	Eng...	4	5.35	Stk...	2-Spi..	Own.....Y	SB..	½ F	3.85	E-Rw	A-P..	Pow..	304	E-DS.	....	44 -3½	60 -3½	M-M..	Own..	Ros...	C&L..	31	Bud..	D-P...	Yellow.....Y
None..	None..	Var.	11.00	N P..	2-Spi.	Own.....YZ	Wo.	½ F	11.00	I-Rw..	Mec..	Dir...	297	I-Rw..	297	48½-3½	60 -4	R-R..	Own..	Ros...	C&L..	64	Day..	S-C...	Yellow(Gas-Elec.)Z-64

Cam—Campbell
Ce—Centrifugal
Cin—Cincinnati
Cla—Clark
Col—Columbia
Con—Continental (*Axle*)
Cont—Continental (*Engine*)

Cot—Cotta
D-A—Disk Aluminum
Day—Dayton
D-C—Disk Cast Steel
DD—Dead
Del—Delco

Det—Detlaff
Dir—Direct Mechanical
Dod—Dodge
D-P—Disk Pressed Steel
DR—Double Reduction
E—Free End

E-DS—External Driveshaft
Els—Elsemann
Eng—Unit with engine
E-RW—External Rear Wheels
F—In Head and Side
FF—Full Floating

(*Continued on page 384*)

British Gasoline Motor Bus Chassis Specifications

MAKE	GENERAL								ENGINE				ELECTRICAL SYSTEM			TRANSMISSION			REAR AXLE					DIMENSIONS		
		Weight				Tires Type and Size						Fuel System	Ignition				Gearset					Brakes			Overall	
	Seating Capacity	Chassis Only (Lbs.)	Body Maximum (Lbs.)	Wheelbase (Ins.)	Tread Rear Wheels (Ins.)	Front (Ins.)	Rear (Ins.)	Number of Wheels	Number of Cylinders Bore and Stroke (Ins.)	Valve Arrangement	Carbureter Make	Feed	Make	Type	Generator Make	Clutch Type	Location	Number of Forward Speeds	Type	Final Drive	Total Reduction High Gear	Location	Operation	Floor Height (Ins.)	Length (Ft.-Ins.)	Width (Ft.-Ins.)
A. E. C.	26	4810	2800	162	61	P-38x6	P-38x6d	4	4-3⅝x5½	L	Zen	Ct	Delco	B	CAV	Co	Sep	4	F F	No	6.7	T & R	Mech	32	22-8	7-0
A. E. C.	30	5040	3020	174	66	P-38x6	P-38x6d	4	4-4¼x5½	L	Zen	Ct	Delco	B	CAV	Co	Sep	4	F F	No	7.2	T & R	Mech	32	24-6	7-1
††A. E. C.**	50	7060	3580	186	70	S-40x4¾	S-40x4¾	4	4-4¼x5½	L	Zen	Ct	Con	M	Opt	S P	Sep	4	F F	No	9.2	Rw	Mech	20	26-4	7-6
††A. E. C.**	54§	7840	3590	186	74	S-40x5½	S-40x5½	4	4-4⅝x5⅞	L	Zen	Ct	Con	M	Opt	S P	Sep	4	F F	No	Var.	Rw	Mech	33	26-5	7-6
Albion	12	3580	1600	129	58	P-34x4½*	P-34x4½d	4	4-3½x5	L	Zen	G	Opt	M	Opt	S P	Sep	4	F F	Wo	Var.	T & R	Mech	30	17-9	6-4
Albion	15	3696	2240	135	58	P-36x5*	P-36x5d	4	4-3½x5	L	Zen	G	Opt	M	Opt	S P	Sep	4	F F	Wo	Var.	T & R	Mech	30	18-7	6-4
Albion	21	3920	3024	153	58	P-38-6*	P-38x6d	4	4-3½x5	L	Zen	G	Opt	M	Opt	S P	Sep	4	F F	Wo	Var.	T & R	Mech	31	20-8	7-2
Albion	21	4032	3024	168	58	P-38x6*	P-38x6d	4	4-3½x5	L	Zen	G	Opt	M	Opt	S P	Sep	4	F F	Wo	Var.	T & R	Mech	31	20-6	7-2
Bean	16	2128	1600	126	56	P-34x5	P-34x5	4	4-2⅝x5⅞	L	Smi	G	M L	M	Smi	M D	Eng	4	½Fl	Sp	6.1	Rw	Mech	29	18-6	6-3
Beardmore	16	2352	1200	138	55	P-32x4½	P-32x4½d	4	4-3⅛x4¾	L	Zen	G	Opt	M	Opt	Co	Sep	4	F F	Wo	6.4	Rw	Mech	26	15-4	6-10
Bristol**	24	6620	2240	150	63	S-32x4	S-32x4d	4	4-3¾x5	L	Cla	G	Simms	M	Opt	S P	Sep	4	F F	Wo	6.7	T & R	Mech	30	20-0	7-0
Bristol	32	7060	3140	192	69	S-40x5	S-30x5d	4	4-4½x5¾	L	Cla	G	Simms	M	Opt	S P	Sep	4	F F	Wo	7.6	T & R	Mech	38	26-0	7-2
††Commer	46	6160	3200	190	70	S-40x4½	S-40x4½d	4	4-4½x5½	L	Cla	G	Simms	M	Opt	Co	Sep	4	F F	Wo	6.7	T & R	Mech	36	27-0	7-0
Daimler	24	5600	2240	162	66	P-36x6	P-36x6d	4	4-4⅛x5½	Sl	Zen	G	Opt	M	Opt	Co	Sep	4	F F	Wo	7.2	Rw	Mech	33	21-0	6-10
Daimler	32	5824	3100	186	66	P-36x6	P-36x6d	4	4-4⅛x5½	Sl	Zen	G	Opt	M	Opt	Co	Sep	4	F F	Wo	7.2	Rw	Mech	33	26-0	6-10
Dennis	27	5600	2600	180	62	S-34x4†	S-40x4d	4	4-4½x5⅞	T	Cla	G	Simms	M	Opt	Co	Sep	4	F F	Wo	6.7	T & R	Mech	33	24-0	6-9
Dennis	48	7170	3200	190	66	S-40x4¾	S-40x4¾d	4	4-4½x5⅞	T	Cla	G	Simms	M	Opt	Co	Sep	4	F F	Wo	7.7	T & R	Mech	35	25-0	7-2
Guy	16	3000	1600	128	56	S-32x3½†	S-32x3½d	4	4-3⅞x5½	L	Zen	G	Lucas	M	Opt	S P	Eng	4	F F	Wo	6.3	T & R	Mech	30	18-0	6-2
Guy	25	4920	2240	160	63	S-34x4	S-34x4d	4	4-4x5½	L	Zen	G	Lucas	M	Opt	Co	Sep	4	F F	DR	6.7	T & R	Mech	32	21-0	7-0
Halley**	26	4620	2240	108	64	P-34x7	P-34x7	4	4-4x5¼	L	Zen	G	Opt	M	Opt	S P	Sep	4	½Fl	Wo	6.5	Rw	Mech	31	16-0	7-0
Halley	35	6048	3300	160	67	S-36x4¾	S-36x4¾d	4	6-3½x6	L	Zen	G	Opt	M	Opt	S P	Sep	4	F F	Wo	7.6	T & R	Mech	36	21-0	7-2
Halley	40	6160	3600	198	74	S-36x4¾	S-36x4¾d	4	6-4x6	L	Zen	G	Opt	M	Opt	S P	Sep	4	F F	Wo	7.6	T & R	Mech	36	26-6	7-6
Karrier	14	2576	1600	126	56	P-33x5	P-33x5	4	4-3⅛x5	L	Zen	G	Lucas	M	Opt	S P	Eng	4	F F	Wo	7.2	T & R	Mech	32	16-0	5-8
Karrier	20	3800	2240	144	56	S-34x3½	S-34x3½d	4	4-3¾x5½	L	Zen	G	Lucas	M	Opt	Co	Sep	4	F F	Wo	7.0	Rw	Mech	31	20-0	5-10
Karrier	28	7720	3400	168	66	S-34x4½	S-40x4½d	4	4-5x6	L	Zen	G	Lucas	M	Opt	Co	Sep	4	F F	DR	6.6	T & R	Mech	38	26-0	7-3
Karrier**	36	7700	3600	168	68	S-34x4½	S-34x4½d	4	4-5x6	L	Zen	G	Lucas	M	Opt	Co	Sep	4	F F	DR	8.2	T & R	Mech	38	26-0	7-3
Leyland	18	3800	1800	150	60	P-36x7	P-36x7	4	4-3½x5½	I	Cla	G	Opt	M	Opt	S P	Sep	4	F F	Wo	6.2	Rw	Mech	32	21-0	6-6
Leyland	26	5710	2240	171	66	S-34x4	S-36x4d	4	4-4½x5	L	Cla	G	Opt	M	Opt	Co	Sep	4	F F	Wo	7.0	T & R	Mech	36	23-6	6-6
Leyland	30	7840	3600	189	64	S-36x5	S-40x5d	4	4-4⅝x6	L	Cla	G	Opt	M	Opt	Co	Sep	4	F F	Wo	7.2	T & R	Mech	36	25-0	6-8
††Leyland**	50	7700	2800	190	73	S-40x4½	S-40x4½d	4	4-4⅝x6	L	Cla	G	Opt	M	Opt	Co	Sep	4	F F	Wo	7.0	T & R	Mech	35	25-6	7-2
Maudslay	25	4816	2240	150	66	S-34x4	S-36x4d	4	4-3⅞x5⅛	I	Zen	G	Opt	M	Opt	Co	Sep	4	F F	Wo	7.0	T & R	Mech	33	20-0	6-6
††Maudslay**	58	7394	3200	186	71	S-36x5	S-42x5d	4	4-4¾x6	I	Zen	G	Opt	M	Opt	Co	Sep	4	F F	Wo	7.0	T & R	Mech	36	22-0	6-4
Morris	12	2100	1450	122	56	P-32x4½	P-32x4½	4	4-3x4	L	Smi	G	Lucas	M	Lucas	MP	Eng	3	F F	Wo	8.3	Rw	Mech	29	16-2	5-6
Star	12	2800	1680	120	60	S-34x4	S-34x4	4	4-3½x4¾	L	Zen	G	Wat	M	Opt	S P	Sep	4	F F	Wo	6.2	Rw	Mech	29	16-0	6-0
Star	16	3580	1800	144	60	S-34x3½	S-34x3½d	4	4-3½x5⅞	L	Zen	G	Wat	M	Opt	Co	Sep	4	F F	Wo	5.0	T & R	Mech	32	17-0	6-9
Star	24	4700	2016	156	60	S-34x4	S-34x4d	4	4-3½x5⅞	L	Zen	G	Wat	M	Opt	Co	Sep	4	F F	Wo	6.8	T & R	Mech	33	20-0	7-0
††Straker Squire**	48	7600	2800	180	72	S-40x5½	S-40x5½d	4	4-4½x6½	I	Zen	G	Wat	M	Opt	S P	Sep	4	F F	Wo	7.0	Rw	Mech	35	25-6	7-2
Thornycroft	16	3700	2000	138	58	C-34x4	C-34x4	4	4-3¾x5	L	Sol	G	Opt	M	Opt	S P	Eng	4	F F	Wo	6.2	Rw	Mech	33	18-0	6-0
Thornycroft	20	1600	2600	156	64	S-36x4½	S-36x4½d	4	4-4x5½	F	Opt	G	Opt	M	Opt	Co	Sep	4	F F	Wo	7.2	T & R	Mech	34	21-0	6-7
Thornycroft	30	5950	3500	192	64	S-36x4½	S-36x4½d	4	4-4x5½	F	Opt	G	Opt	M	Opt	Co	Sep	4	F F	Wo	6.2	T & R	Mech	34	26-0	7-3
††Thornycroft**	50	7500	3360	186	69	S-36x4½	S-40x5½d	4	4-4⅛x6	F	Opt	G	Opt	M	Opt	Co	Sep	4	F F	Wo	8.2	T & R	Mech	35	24-6	7-2
Tilling Stevens	25	6720	2800	174	66	S-34x4	S-40x4d	4	4-3⅜x4⅝	L	Zen	G	Opt	M	Own	G-E	G-E	Var	F F	Wo	10.3	Rw	Mech	36	21-0	6-10
††Tilling Stevens**	57	8180	3500	198	68	S-36x4¾	S-40x4¾d	4	4-4½x5½	L	Zen	G	Opt	M	Own	G-E	G-E	Var	F F	Wo	10.3	Rw	Mech	36	22-0	7-2
Vulcan	20	4030	2700	144	56	S-34x4	S-34x4d	4	4-3⅞x5⅛	L	Zen	G	M L	M	Opt	Co	Sep	4	F F	Wo	7.7	T & R	Mech	33	19-6	7-2
Vulcan	26	4200	3500	160	57	S-34x4	S-34x4d	4	4-3⅞x5⅛	L	Zen	G	M L	M	Opt	Co	Sep	4	F F	Wo	7.7	T & R	Mech	33	21-6	7-2

ABBREVIATIONS:

C—Cushion
Cla—Claudel
Co—Cone
d—Dual
DR—Double Reduction (bevel and spur)
Eng—Unit with engine
F—Valves in head and side
FF—Full floating
½Fl—Semi-floating
G-E—Gas-Electric type
G—Gravity
I—Overhead valves
L—Valves at side
M—Magneto
MD—Multi Disk
Mech—Mechanical
Opt—Optional
P—Pneumatic
Rw—Rear wheels only
S—Solid
Sl—Sleeve type
SP—Single Plate
Smi—Smith
Sep—Separate Unit
Sol—Solex
T—Valves both sides
T & R—Transmission and rear wheels
Var—Various
Wo—Worm Gear
Zen—Zenith
†—Pneumatics optional
††—Double Decker Type
•—Solids optional
**—Driver located alongside of engine
§—Also supplied under 32 passenger single deck body, driver behind engine

American Gasoline Motor Bus Specification Abbreviations

(*Continued from page* 383)

F&DS—Front Wheels and Drive Shaft
Fli—Flint
Fl Pr—Full pressure to all bearings including wrist pins
Ful—Fuller
G—Gravity
Gem—Gemmer
Glo—Globe
Gou—Gould
HaS—Hall Scott
Herc—Hercules
Hink—Hinkley
Hob—Hobbs
Hyd—Hydraulic
I—Both valves in head
I-FW—Internal Four Wheels
I G—Internal Gear
Ind—Indestructible
I-RW—Internal Rear Wheels
KU—Kicked Up
L—"L" Head
L-N—Leece-Neville
Lav—Lavine
Lon—Long
M—Magneto
MDD—Multiple Dry Disk
M&E—Merchants & Evans
Mot—Motor Wheel Corp.
N-E—North East
NP—No provision
Opt—Optional
O—Optional
P—Pneumatics
Pet—Peters
P-G—Pressure Gun
Pow—Power
PrCs—Pressure to all crankshaft and connecting rod bearings—splash to other parts
Pre—Pressure
Prt—Presto-Lite
R—Rubber
R & V—R & V Knight
Rem—Remy
Ros—Ross
S—Solid
SB—Spiral Bevel
S-C—Spoked Cast Steel
Sch—Schebler
SeU—Separate Unit
Sew—Sewell
She—Sheldon
Shu—Shuler
Sl—Sleeve
Sne—Snead
S&N—Screw & Nut
SP—Single Plate
S-P—Spoked Pressed Steel
Spe—Special
Spi—Spicer
Spl—Splitdorf
Spln—Splash
SpPr—Pressure to main crankshaft bearings only, splash to connecting rod and other parts
St—Straight
Stk—Stock
Str—Stromberg
Stn—Standard
St.M—St. Marys
Su—Suction
S-W—Spoked Wood
T—Valves opposite
Tim—Timken
Uni—Universal
UT—Unattached
V—Vacuum
Var—Varies
Ves—Vesta
Vig—Vig Tor
Wal—Walker
Wauk—Waukesha
Wes—Westinghouse
Whi—Whitcomb
Wil—Willard
Wis—Wisconsin (*Axle*)
Wisc—Wisconsin (*Engine*)
Wo—Worm
W&S—Worm & Sector
WSM—Wellman-Seaver-Morgan
W&W—Worm and Wheel
Yell—Yellow Sleeve Valve
Zen—Zenith

Trend Changes in Final Drives, Analysis of Truck Data Shows

IN the truck industry changes in practice are far less frequent than in the passenger car field, probably because the element of style is lacking. Still, new models are brought out at intervals and old ones are discarded, besides which company failures and new accessions to the industry also have their influence on practice.

As regards the number of chassis models in the different capacity classes, the moderate capacity class of 2-4½ tons has been gaining somewhat during the past two years, at the expense of the smallest and largest capacity classes, ¾ ton and under and 5 tons and over, respectively.

In clutches there has been something of the same trend as in the passenger car field, in that the cone clutch has entirely disappeared. In the small truck class, two-thirds of the models now are equipped with multiple disk and one-third with single plate clutches, and in the large truck class about one-sixth with single plate and five-sixths with multiple disk clutches. This means a gain for the multiple disk clutch in both classes.

ONE of the most interesting comparisons in connection with truck practice is always that of final drives. There has been some talk recently to the effect that the worm gear was losing as a means of final drive, but the compilations show the reverse to be the case as regards number of models using that type. In the smaller truck class (1½ tons and under) its representation jumped from 34 per cent in 1923 to 39.5 per cent in 1924 and to 47.2 per cent this year. It is in the larger truck class that the worm drive predominates most, and here its percentage representation increased from 70 in 1923 to 73 in 1925.

The gain of the worm in the class of small trucks was made largely at the expense of the bevel gear drive. One factor in this connection is undoubtedly the decrease in the number of small truck models, ¾ ton and less, to which reference was made previously. The double reduction type of final drive also is forging ahead, while the internal gear type is losing slowly in the heavy class but holding its own in the lighter one.

FOUR-WHEEL brakes are not being used on trucks, and therefore there has been no revolutionary change in brake practice as there was in the passenger car field. There appears to be a slight trend toward wider use of transmission brakes in both classes. These brakes are used much more on the heavy than on the light trucks, one reason probably being that the advantage which they offer, of reducing the force required to apply the brakes, is much more important in the case of a heavy truck.

AS regards tire equipment, the pneumatic is gaining all along the line. For the lighter trucks, 1½ tons and under, the pneumatic tire may now be considered standard equipment, only 8 per cent of the models listed being furnished with solid tires exclusively, without an option of pneumatics. The percentage of small trucks which can be had only with solid tires decreased from 21.2 per cent in 1923 to 10 per cent in 1924 and to 8 per cent this year.

Now let us consider the tire equipment of the large trucks. Although the speed truck movement is now a good many years old, it appears that even two years ago there was not a single truck of over 1½ tons capacity that was furnished regularly with pneumatic tires. Last year 1.3 per cent of the models in this class were so equipped, while this year the percentage has jumped ahead to 7. On about one-third of all the larger trucks pneumatic tires can be had at extra cost, which is a slight decrease from last year. It appears from this that about 60 per cent of the trucks are designed for low speed work, for which solid tires are quite satisfactory.

THE majority of the truck models that are listed are assembled from stock parts, and the chief reason for certain changes in practice is undoubtedly that new parts manufacturers gain the ascendancy while others decline. The production and selling talent connected with the different parts concerns probably has as much influence on tendencies in truck design as any other factor. While there is plenty of evidence to show that a truck need not be low priced in order to find a market, it must certainly represent good value in order to hold its own, and a good many changes in truck design are made with a view to lowering the cost of manufacture without decreasing the quality of the product.

Owing to the fact that a good many truck manufacturers are now engaged in the production of motor buses, the rapid development in that field may eventually react on truck design.

American Taxicab

MAKE AND MODEL	GENERAL				ENGINE															ELECTRICAL SYSTEM			
											Valves				Oiling System			Fuel System		Ignition			
	Price $	Wheelbase (Ins.)	Tire Size (Ins.)	Weight with Cab (Lbs.)	Make and Model	No. of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	Piston Displacement (Cu. Ins.)	Compression Ratio	Suspension	Cylinder Head	Number Cast in One Piece	Arrangement	Head Material	Drive	Piston Material	Type	Pump Type	Water Circulation	Carbureter Make	Fuel Feed	Make	Current Source	Generator and Starter Make	Voltage
Bauer	2375	115	30x5	3800	Buda WTU	4-3¾x5½	22.50	226.0	4.10	3	Det..	4	L...	CI....	Heli..	SS..	Pr Cs..		Pump...	Zenith....	Gra...	Bosch...	B...	Bosch...	6-1
Checker E	2340	117	32x4½	4100	Buda WTU	4-3¾x5½	22.50	226.0	4.10	3	Det...	4	L...	CI....	Gear..	SS .	Pr Cs...	Gear..	Pump...	Zenith....	Vac...	Scint...	M..	West....	6-1
Driggs	....	108½	31x4	2240	Own.....	4-2⅝x4½	11.03	97.0	5.50	3	Det...	4	L...	CI....	Heli. .	CI..	Sp Pr...	Gear..	Th S....	Zenith....	Gra...	Bosch...	M..	Bosch...	6-1
Elcar L-6	2450	118	32x4	....	Cont 8R..	6-3⅛x4½	27.34	241.5	4.40	3	Det...	6	L...	Car...	Heli...	CI..	Pr Cs...	Gear..	Pump...	Strom.....	Vac...	Delco...	B..	Delco...	6-1
H. C. S. 5	1880	110	29x4½	3375	Wauk....2	4-3¼x4½	16.90	149.0	4.5	3	Det...	4	L...	CI....	Heli...	CI..	Pr Cs...	Ecc..	Th S....	Zenith....	Gra...	Bosch...	B..	Bosch...	6-1
§§Kelsey E	1900	115	32x4	3500	Lye CH...	4-3½x5	19.60	192.4	4.10	3	Det...	4	L...	CI . .	Heli...	Al..	Pr Cs...	Gear..	Th S....	Zenith....	Vac...	Bosch...	B..	Bosch...	6-1
Luxer L	3000	118	33x4½	4500	Buda WTU	4-3¾x5½	22.50	226.4	4.10	3	Det...	4	L...	CI....	Heli...	SS..	Pr Cs...	Gear..	Pump...	Zenith....	Vac...	Bosch...	B..	Bosch...	6-1
Pennant ‡‡	2895	118	33x4½	3800	Buda WTU	4-3¾x5½	22.50	226.4	4.10	3	Det...	4	L...	CI....	Heli...	SS..	Pr Cs...	Gear..	Pump...	Zenith....	Vac...	Bosch...	M..	West*...	6-1
Premier 4A	2400	118	33x4½	3850	Buda WTU	4-3¾x5½	22.50	226.4	4.10	3	Det...	4	L...	CI....	Heli...	SS..	Pr Cs...	Gear..	Pump...	Zenith....	Vac...	Bosch...	B..	Bosch...	6-1
Premier 4B	2400	112	30x5	4100	Buda WTU	4-3½x5½	22.50	226.4	4.10	3	Det...	4	L...	CI....	Heli...	SS..	Pr Cs...	Gear..	Pump...	Zenith....	Vac...	Bosch...	B..	Bosch...	6-1
Rauch & Lang T	2350	112	32x4	3400	Buda WU.	4-3¾x5½	22.50	226.4	4.10	3	Int....	4	L....	CI....	Heli...	SS..	Pr Cs...	Gear..	Th S....	Zenith....	Gra...	Bosch...	M..	†Dyne‡.	6-1
Reo V	2185	113	33x4½	3465	Own.....	6-3½x5	24.30	239.0	4.85	4	Det...	6	F...	CI§..	Heli...	Al..	Sp Pr...	Pist..	Pump...	Schebler...	Vac...	N.E....	B..	N-E....	6-1
Traveler 2600		108½	32x4	....	Buda..WU	4-3¼x5½	22.50	226.4	4.10	3	Int....	4	L....	CI. .	Heli..	SS..	Pr Cs...	Gear..	Th S....	Zenith....	Gra...	Eisem...	M..	†Eisem..	6-1
White 15-A	2400	119	34x4½	3185	Own.....	4-3¾x5½	22.50	226.4	....	3	Int....	4	L...	Spec..	Heli.	....	Splash...	Pist..	Pump...	Zenith....	Gra...	.....	M..	N-E*...	6-1
Yellow Cab A2	2150	109	32x4½	3335	Cont V7...	4-4⅜x5	18.23	178.9	....	3	Int....	4	L...	Car...	Heli...	CI..	Pr Cs...	Pist..	Th S....	Zenith....	Gra...	Bosch...	M..	N-E....	6-1
Yellow 04	2400	109	29x4½	3775	Con;V 7...	4-3¾x5	22.50	220.8	....	3	Int....	4	L...	Car...	Heli...	CI..	Pr Cs...	Pist..	Th S....	Zenith....	Gra...	Bosch...	M..	N-E....	6-1

ABBREVIATIONS:

*—At extra cost
§§—1924 specifications
§—Exhaust valve only
†—Starter at extra cost
‡‡—Delivered New York
‡—Starter Make Gray & Davis
Al—Aluminum
B—Battery
B-L—Brown-Lipe
B P S—Bevel, Pinion & Sector
B&B—Borg & Beck
C&L Cam and Lever
Car—Carbon Steel
C I—Cast Iron
Col—Columbia
Cont—Continental
D—Disc
Det—Detachable
Detr—Detroit
Detl—Detlaff
Eng—Engine
Eisem—Eisemann
Ext-DS—External Drive Shaft
Ext-Rw—External Rear Wheels
F—Valves in Head and Side
f—Fabric
FF—Full Floating
Ful—Fuller
Gra—Gravity
Gem—Gemmer
Hart—Hartford
Heli—Helical Gear
Hyd—Hydraulic
Int—Integral
Int-Rw—Internal Rear Wheel
Jon—Jones
L—Both valves at side
Lav—Lavine
M—Magneto

American Gasoline Rail

MAKE AND MODEL	GENERAL CHARACTERISTICS							ENGINE						ELECTRICAL SYSTEM					TRANSMISSION					
		Weights			Overall					Horsepower				Ignition				Battery	Clutch		Gearset			
	Type of Car	Total Weight of Car (Lbs.)	Weight on Driving Wheels (Lbs.)	Passenger Capacity	Length, Ft.-Ins.	Width, Ft.-Ins.	Total Number of Wheels	Make	Number of Cylinders, Bore and Stroke (Ins.)	Rated (N.A.C.C.)	Brake	R.P.M. at Normal Track Speed	Location	Make	Current Source	Generator Make	Starter Make	Make	Voltage and Amp. Hrs. Capacity	Make	Type	Make	Number of Forward and Reverse Speeds	Location	Sanders Type
Brill 55	Spe...	29000	18000	55	43-0	8-4	8	Midw.	4-4¾x6	36.10	68	1500	Fin B...	Eise...	M	L-N...	L-N...	Exi...	12-180	B-L...	MDD.	B-L...	6-3	Eng...	Gra...
Brill 65	Spe...	34000	20000	Var.	44-6	8-4	8	Ster...	6-4½x6	52.7	120	1400	Fin B...	Eise...	M	L-N...	L-N...	Exi...	12-240	Own..	MDD.	Own..	5-5	Tru...	Air...
Brill 75	Spe...	53000	30000	Var.	56-0	9-6	8	Wint..	6-6 x7	86.4	200	1300	Fin B...	Eise...	M	L-N...	L-N...	Exi...	12-340	Own..	MDD.	Own..	5-5	Tru...	Air...
Brill Gas Elec.	Spe...	78000	40000	Var.	60-0	9-6	8	Sterl..	6-3¾x6¾	79.3	180	1200	Fin B...	Eise...	M	G-E...	N-E..	Exi...	Spec..	Ele...	Ele...	Ele...	Var...	Tru...	Air...
Edwards	Spe...	39000	28000	41	43-0	9-6	8	Buda..	4-5 x6½	40.00	60	1200	Don T..	Eise..	M	L-N...	L-N...	Exi...	12-80	Cot...	MDD.	Cot...	4-4	Eng...	Pre...
Electro-Motive SE	Spe...	70000	.....	54	59-7	9-9	8	Wint..	6-7 x8	117.6	175	1000	Don T..	Opt...	M	G-E...	G-E...	Opt...	32-150	Ele...	Ele...	Ele...	Var...	Tru...	Air...
Electro-Motive DE	Spe...	72000	.....	54	59-7	9-5	8	Wint..	6-7 x8	117.6	175	1000	Don T..	Opt...	M	G-E...	G-E...	Opt...	32-150	Ele...	Ele...	Ele...	Var...	Tru...	Air...
‡‡F. W. D. D	CAT..	12000	8000	65	26-0	8-6	8	Wisc..	6-5 x5½	60.00	94	1350	Fou B...	N-E..	B	N-E..	N-E..	Wil...	12-225	He S..	MDO.	Cot...	4-4	Uw J..	Gra...
‡‡F. W. D.	CAT..	20000	.....	24	21-7	9-6	4	Wisc..	6-5 x5½	60.00	94	1400	Fin B...	Eise...	M	N-E..	N-E..	Wil...	12-176	He S..	MDO.	Cot...	4-4	Se U..	Pre...
Indiana 404	Spe...	23000	13000	65	38-9	9-10	8	Wauk.	4-5 x6¼	40.00	60	1400	Fou B...	Eisc...	M	Remy.	Remy.	Wil...	6-178	B&B..	S P...	B-L...	4-4	Se U..	Pre...
Mack ACP	Spe...	48000	32000	60	55-0	9-9	8	Own..	4-5 x6	80.00	150	1250	Don T..	Bosc..	M	USL..	L-N...	Exi...	32-180	Own..	S P...	Own..	4-4	Se U..	Pre...
Mack ACX	CAT..	22000	9000	35	35-0	9-9	8	Own..	4-5 x6	40.00	50	1250	Fou B..	Spli...	M	L-N...	L-N...	Exi...	12-160	Own..	S P...	Own..	4-4	Se U..	Pre...
Mack AB	CAT..	12270	7000	30	28-8	8-6	6	Own..	4-4¼x5	28.90	30	1425	Fou B...	Spli...	M	L-N...	L-N...	Exi...	12-160	Own..	MDD.	Own..	4-4	Eng...	Gra...
‡‡Meister 30	Spe...	16000	12000	30	30-0	7-0	6	Midw.	4-4¾x6	36.10	50	1000	Rin B...	Bosc.	M	L-N...	L-N...	KCB..	12-120	B-L...	MDD.	B-L...	4-4	Eng...	Pre...
‡‡Meister 50	Spe...	24300	17500	50	40-0	10-6	8	Wisc..	6-5¾x7	79.35	120	1000	Rin B...	Bosc..	M	L-N...	L-N...	Wil...	12-120	Del...	MDD.	Own..	4-4	Axl...	Pre...

ABBREVIATIONS:

‡‡—1924 Specifications
A&E—Air and Electric
Apol—Apollo
Auto—Automobile Type
Axl—Unit with Axle
B—Battery
B&B—Borg & Beck
B-L—Brown-Lipe
Bosc—Bosch
C&T—Converted Auto Truck
Cha—Chain
Cot—Cotta
C-S—Coil and Semi-Elliptic
DE—Double End
Del—Detlaff
DonT—Directly on Trucks
DR—Double Reduction
Ele—Electric
Eise—Eisemann
Eng—Unit with Engine
Exi—Exide
F—Front
FinB—Front Inside Body
FouB—Front Outside Body
F&R—Front and Rear
Gra—Gravity
HeS—Hele Shaw
L-FE—Longitudinal Elliptic
L-½E—Longitudinal Semi-Elliptic

American Electric

MAKE AND MODEL	GENERAL								BATTERY						PERFORMANCE	
	Body Type	Number of Passengers	Price Complete	Price Without Battery	Wheel base (Ins.)	Tread (Ins.)	Tire Size (Ins.)	Weight Complete (Lbs.)	Make	Model	Price	Voltage	Ampere Hour Capacity	Location	Miles per Charge with Full Load	Speed with Full Load (M.P.H.)
Detroit 90	Coupe.....	4	$2800	$2575	100	56	32x4	....	Phila.....	WTXI.....	$414	84	153	½UH & ½RC...	80-100	23
Detroit 95	Brougham...	4	2800	2575	100	56	32x4	3385	Westing...	WUT.....	418	84	153	½UH & ½RC...	80-100	23
Detroit 94	Brougham...	5	3200	2950	100	56	32x4½	3900	Westing...	WUT.....	460	84	178	½UH & ½RC...	80-100	23
Detroit 91-3	Brougham...	5	3500	3250	100	56	32x4½	3950	Phila.....	WTXI.....	435	84	175	½UH & ½RC...	80-100	24
Milburn 27-L	Brougham...	5	2235	Var.....	105	55	33x4	3080	Phila.....	13-WTXI....	Var.....	80	153	½UH & ½RC...	70-90	24
Rauch & Lang S-66	Sedan.....	4	4250	Var.....	102	56	32x4½	Var.....	Phila‡.....	PX.....	Var.....	....	180	½UH & ½RC...	60-100	25-28
Rauch & Lang B-68	Brougham...	4	4250	Var.....	102	56	32x4½	4200	Exide‡.....	MVB-13.....	Var.....	95	180	½UH & ½RC...	60-100	25-28
Rauch & Lang C-55	Coach.....	5	4250	Var.....	102	56	33x4½	Var.....	Phila‡.....	PX.....	Var.....	....	180	½UH & ½RC...	60-100	25-28

ABBREVIATIONS:

Art—Artillery
Elw.-Par—Elwell-Parker
F. Ca—Floating Cantilever
Gen. Elec—General Electric
Phila—Philadelphia
Tor. arm—Torque Arm
Tor. tube—Torque Tube
Under F—Under Floor
Under S—Under Seat
Unit with J. S—Unit with Jack shaft

Specifications

TRANSMISSION													RUNNING GEAR									MAKE AND MODEL
Clutch		Gearset		Universal Joints		Rear Axle							Brakes			Steering Gear						
													Type and Location									
Make	Type	Make	Location	No. of Forward Speeds	Number and Make	Type	Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Foot	Hand	Shackles Type	Front Axle Make	Make	Type	Chassis Lubrication	Length of Rear Spring (Ins.)	Wheels, Type	Frame Make	
B & B	S P	Mun	Eng	3	2-Pick	f	Col	F&F	8 B	4.08	Sp	Sp	Ext-Rw	Ex-Drt	m	Col	Gem	W & S	P G	55½	D	Smi	Bauer
Ful	M D D	Ful	Eng	3	1-Blood	m	Col	¾ F	S B	4.87	Sp	Sp	Ext-Rw	Int-Rw	m	Col	Gem	W & G	P G	57⅝	D	P & B	Checker E
Ful	M D D	Ful	Eng	3	2-Spicer	m	Own	½ F	S B	4.90	Sp	Sp	Ext-Rw	Int-Rw	m	Sal	Lav	S & N	P G		D	Own	Driggs
Warn	M D D	Warn	Eng	3	1-Hart	m	Sal	¾ F	S B	4.70	Sp	Sp	Ext-Rw	Int-Rw	m	Sal	Ross	W & W	O C	52	A	Smi	Elcar L-6
B & B	S P	Wab	Eng	3	2-Spicer	m	Own	¾ F	S B		Sp	Sp	Int-Rw	Ext-D S	m	Own	Ross	C & L	P G		D		H. C. S. S
B & B	S P	W-M	Eng	3	2-Spicer	m	Sal	¾ F	S B	5.10	Sp	Sp	Ext-Rw	Int-Rw	m	Sal	Lav	S & N	P G	55	D	Hyd	§§Kelsey E
Ful	M D D	Ful	Eng	3	2-Spicer	m	Col	F F	S B		Sp	Sp	Ext-Rw	Ext-D S	m	Col	Gem	W & S	P G	56¼	D	Hyd	Luxor L
Ful	M D D	Ful	Eng	3	2-Blood	m	Col	¾ F	S B	4.87	Sp	Sp	Ext-Rw	Int-Rw	m	Col	Jon	S & N	P G	57	D	Sav	Pennant ‡‡
Ful	M D D	Ful	Eng	3	2-Blood	m	Col	¾ F	S B	4.70	Sp	Sp	Ext-Rw	Int-Rw	m	Col	Own	W & W	P G	57½	D	P & B	Premier 4A
Ful	M D D	Ful	Eng	3	2-Blood	m	Col	¾ F	S B	4.70	Sp	Sp	Int-Fw	Ext-D S	r	Col	Ross	C & L	P G	59	D	P & B	Premier 4B
Del	M D D	Detr	Eng	3	2-Spicer	m	Sta	½ F	S B	5.10	Sp	Sp	Ext-Rw	Ext-D S	m	Sta	Gem	W & W	P G	59½	D	P & B	Rauch & Lang T
Own	M D D	Own	SeU	3	4-Own	m-f	Own	½ F	S B	4.70	Sp	T A	Ext-Rw	Int-Rw	m	Own	Own	B P S	P G	54	D	Own	Reo V
B-L	M D D	W-M	Eng	3	2-Spicer	m	Col		S B		Sp	Sp	Ext-Rw	Int-Rw	m	Col	Gem	W & W	P G		A	P & B	Traveler
Own	S P	Own	SeU	4	2-Own	m	Own	½ F	S B	5.36	Rad	Sp	Ext-Rw	Int-Rw	m	Own	Own	W & S	P G		A	Own	White 15-A
B-L	M D D	B-L	Eng	3	2-Spicer	m	Tim	½ F	S B	4.90	Sp	Sp	Ext-Rw	Ext-D S	r	Tim	Gem	W & W	P G	56	D		Yellow Cab A2
B-L	M D D	B-L	Eng	3	2-Spicer	m	Tim	½ F	S B	4.90	Sp	Sp	Ext-Rw	Ext-D S	r	Tim	Gem	W & W	P G	56¾	D	Own	Yellow 04

m—Metal
Midl—Midland Steel
M D D—Multiple Dry Disc
Mun—Muncie
N-E—North-East
O C—Oil Cups
Opt—Optional
P & B—Parish & Bingham
P G—Pressure Gun
PrCs—Pressure to all crankshaft and connecting rod bearings, splash to other parts
Pist—Piston
r—Rubber
Rad—Radius Roda
Ray—Rayfield
Sal—Salisbury
Sav—Savage
S B—Spiral Bevel
Scint—Scintilla
SeU—Separate Unit
S & N—Screw and Nut
Sp—Springs
S P—Single Plate
Sp Pr—Pressure to main crankshaft bearings only, splash to connecting rods and other parts.
Smi—Smith
S S—Semi Steel
Sta—Standard
Strom—Stromberg
T A—Torque Arm
Th S—Thermo Siphon
Tim—Timken
Vac—Vacuum
Warn—Warner
Wauk—Waukesha
West—Westinghouse
W & G—Worm and Gear
W & S—Worm and Sector
W & W—Worm and Wheel
W-M—Willys-Morrow

Car Specifications

DRIVING TRUCK					PONY TRUCK		BRAKES				CONTROL					SPRINGS		BODY DIMENSIONS					MAKE AND MODEL
	Wheels						Service		Emergency		Transmission							Overall		Length			
Location	Total Number	Number Driving	Axle Bearings, Type	Final Drive	Number of Wheels	Axle Bearings, Type	Type	Application	Type	Application	Car Control	Throttle	Clutch	Gearshift	Reverse	Front Type	Rear Type	Inside Length, Ft.-Ins.	Inside Width, Ft.-Ins.	Baggage Compt. Ft.-Ins.	Passenger Compt., Ft.-Ins.	Smoking Compt., Ft.-Ins.	
F	4	4	Roll	S B	4	Roll	Rail	Air	Rail	Air	S E	Man	Man	Man	Man	L-½E	L-½E	42-0	8-0	Var	Var	Var	Brill 55
F	4	4	Roll	S B	4	Roll	Rail	Air	Rail	Air	S E	Man	Man	Man	Man	L-½E	L-½E	43-6	8-0	Var	Var	Var	Brill 65
F	4	4	Roll	S B	4	Roll	Rail	Air	Rail	Air	S E	Man	Man	Man	Man	L-½E	L-½E	55-0	9-2	Var	Var	Var	Brill 75
F	8	4	Roll	Sp	4	Roll	Rail	Air	Rail	Air	D E	Man	None	None	Ele	L-½E	L-½E	60-0	9-2	Var	Var	Var	Brill Gas Elec.
F&R	4	4	Roll	Cha	4	Roll	Rail	Air	Rail	Air	S E	Man	Man	Man	Man	L-FE	L-FE	42-7	19-1	17-9	22-7	None	Edwards
F	4	2	Roll	Sp	4	Plai	Rail	Air	Rail	Air	S E	Man	None	None	Ele	C-S	C-S	42-11	9-6	10-10	32-1	None	Electro-Motive SE
F	4	2	Roll	Sp	4	Plai	Rail	Air	Rail	Air	D E	Man	None	None	Ele	C-S	C-S	42-11	9-6	10-10	32-1	None	Electro-Motive DE
F&R	8	4	Roll	S B	0	None	Rail	Air	Auto	Man	S E	Man	Man	Man	Man	L-FE	L-FE	Var	Var	Var	Var	Var	‡‡F. W. D D
R	4	4	Roll	S B	0	None	Rail	Air	Rail	Air	S E	Man	Man	Man	Man	L-½E	L-½E	Var	Var	Var	Var	Var	‡‡F. W. D
R	4	4	Ball	Wo	4	Plai	Rail	Air	Rail	Air	S E	Man	Man	Man	Man	L-FE	L-FE	31-2	9-2	Var	Var	Var	Indiana 404
F&R	4	2	Plai	S B	4	None	Rail	Air	Rail	Man	D E	A&E	A&E	A&E	A&E	C-S	C-S	53-6	9-3	Var	Var	Var	Mack ACP
R	4	2	Roll	D R	4	Roll	Rail	Air	Rail	Man	S E	Man	Man	Man	Man	L-½E	L-½E	27-6	9-3	6-0	21-4	None	Mack ACX
R	2	2	Roll	D R	4	Roll	Auto	Man	Auto	Man	S E	Man	Man	Man	Man	L-½E	L-½E	21-9	7-3	Var	Var	Var	Mack AB
R	2	2	Ball	S B	4	Ball	Rail	Man	Rail	Man	S E	Man	Man	Man	Man	Rub	C-S	30-0	6-6	6-6	19-0	6-6	‡‡Meister 30
R	4	2	Ball	S B	4	Ball	Rail	Air	Rail	Man	S E	Man	Man	Man	Man	Rub	C-D	39-6	10-0	10-0	30-0	None	‡‡Meister 50

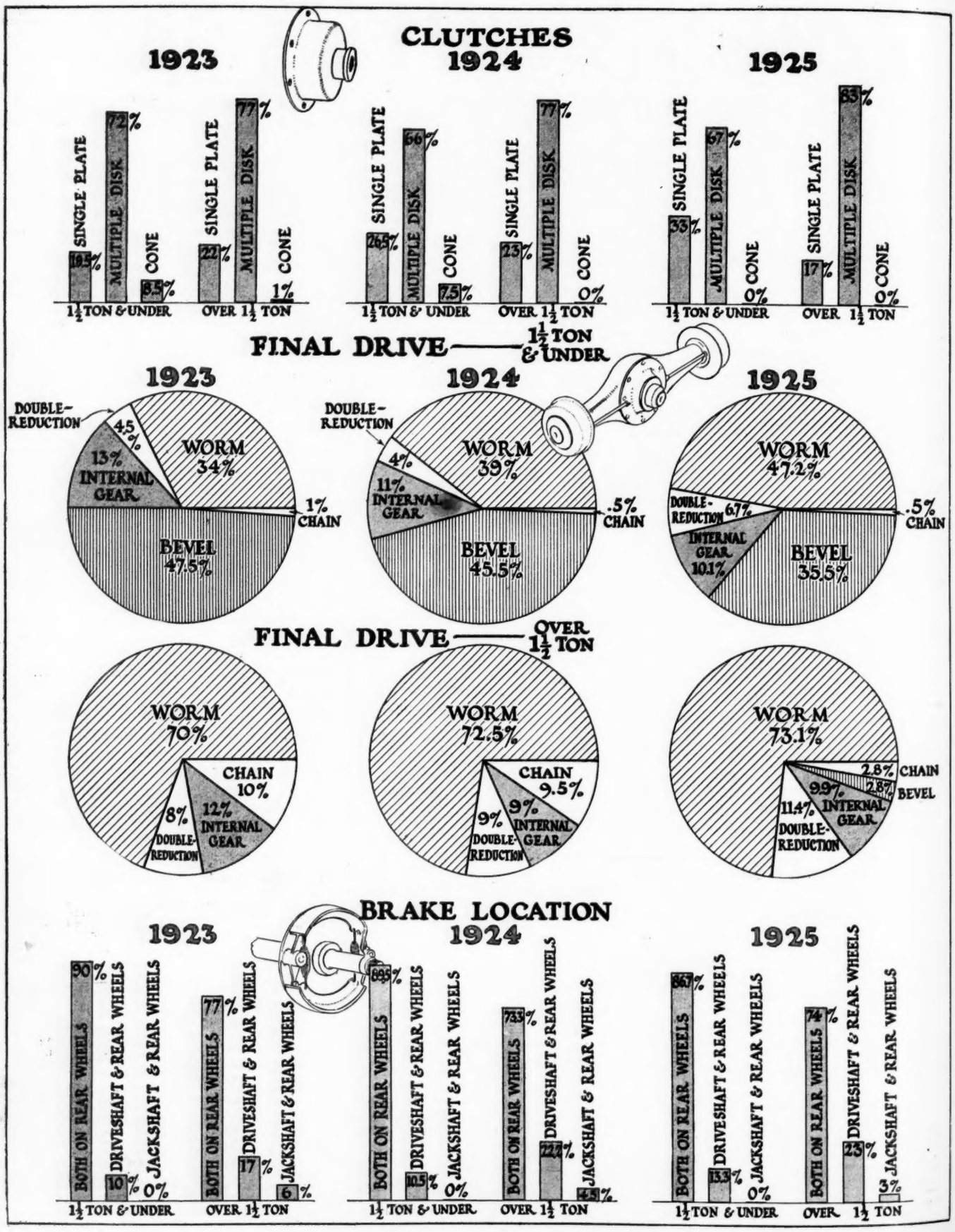
L-N—Leece-Neville
M—Magneto
Man—Manual
MDD—Multiple Dry Disk
MDO—Multiple Disk in Oil
Midw—Midwest
N-E—Northeast
Non—None
Opt—Optional
Plai—Plain
Pre—Pressure
R—Rear
Rail—Railroad Type
RinB—Rear Inside Body
Roll—Roller
Rub—Rubber
SB—Spiral Bevel
SE—Single End
SeU—Separate Unit
SP—Single Plate
Sp—Spur
Spe—Special Railroad Design
Spll—Splitdorf
Ster—Sterling
Tru—Trucks
UwJ—Unit with Jackshaft
Var—Varies
Wauk—Waukesha
Wil—Willard
Win—Winton
Wisc—Wisconsin
Wo—Worm

Car Specifications

MOTOR					CONTROLLER			DRIVE					SPRINGS			
Make	Model	Number	Total Horse Power	Location	Make	Location	Number of Forward Speeds	Type of Final Drive	Type of Rear Axle	Total Reduction (Motor to Wheels)	Propulsion Taken by	Torque Taken by	Type Front	Type Rear	Wheels (Standard Equipment)	MAKE AND MODEL
Elw-Par	22-17	1	3	Unit with J S	Own	Under S	5	Worm	¾ Float	9.00	Springs	Springs	½ Ell	½ Ell	Art	Detroit 90
Roth	22-17	1	3	On frame	Own	Under S	5	Worm	¾ Float	9.00	Springs	Springs	½ Ell	½ Ell	Wood	Detroit 95
Elw-Par	31-20	1	3	On frame	Own	Under F	5	Worm	¾ Float	9.00	Tor. arm	Tor. arm	½ Ell	¾ Ell	Wire	Detroit 94
Elw-Par	31-20	1	3	Unit with J S	Own	Under F	5	Worm	¾ Float	9.00	Tor. arm	Tor. arm	½ Ell	¾ Ell	Wire	Detroit 91-3
Gen. Elec	1085	1	4	Unit with R A	Own	Under S	4	Worm	¾ Float	9.75	Springs	Tor. tube	½ Ell	F. Ca	Wire	Milburn 27-L
Own	S-66	1	3½	Under F	Own	Under S	5	Worm	¾ Float	8.60	Springs	Tor. arm	½ Ell	½ Ell	Art	Rauch & Lang S-66
Own	B-68	1	3½	Under F	Own	Under S	5	Worm	¾ Float	8.60	Springs	Tor. arm	½ Ell	½ Ell	Art	Rauch & Lang B-68
Own	C-55	1	3½	Under F	Own	Under S	5	Worm	¾ Float	8.60	Springs	Tor. arm	½ Ell	½ Ell	Art	Rauch & Lang C-55

Unit with R. A—Unit with Rear Axle
Var—Varies according to make of battery employed
Westing—Westinghouse
½ Ell—½ Elliptic
¾ Ell—¾ Elliptic
¾ Float—¾ Floating
½ U. H. and ½ R. C—½ under hood and ½ rear compartment
‡—Make Optional

Mechanical Features of Commercial Cars



American Gasoline Truck Chassis Specifications

For Specially Designed Motor Bus Chassis see pages 382-383

Those truck chassis which are sold and recommended for passenger transportation are designated in the following table by the § reference sign in front of the name.

MAKE AND MODEL	GENERAL			TIRES		ENGINE					ELECTRICAL SYSTEM		TRANSMISSION				REAR AXLE				MISCELLANEOUS			
									Fuel System				Clutch		Gearset									
	Tons Capacity	Chassis Price $	Standard Wheelbase (In.)	Front, Size and Type (In.)	Rear, Size and Type (In.)	Make and Model	Bore and Stroke (In.)	Governor Make	Carburetor Make	Fuel Feed	Ignition System Make	Generator and Starter Make	Make	Type	Make and Model	Universals Make	Make and Model	Final Drive	Type	Brakes	Front Axle Make	Steering Gear Make	Wheels Make	Chassis Weight (Lbs.)
§Ace	56 2½	3350	156†	36x4	36x8*	Bud EBU	4¼x5½	Pie..	Zen..	V..	Eis..	Wes..	B-L..	D..	B-L 50..	U-M..	Tim 6566.	W.	F..	—	Tim..	Ros..	Day..	5650
Acme Flyer	1	....	136	30x5*	30x5*	Con-S4..	4½x4½	Non.	Zen..	V..	A-L..	A-L..	B-L..	D..	B-L 31..	Blo..	Col 52000.	S..	F..	A..	Col..	Ros..	Smi..	3000
§Acme	20L 1½	....	136	34x5*	34x5*	Con AR..	3⅜x4½	Non.	Zen..	V..	Bos..	Bos‡..	B-L..	P..	B-L..	Blo..	Tim 6258..	W.	½	A..	Tim..	Ros..	Bim...	3500
Acme	40 2	....	141	34x3½‡	34x5‡	Con J4..	3½x5	Dup.	Zen..	V..	Eis..	Del‡..	B&B..	P..	Cot AAU..	Blo..	Tim 6460..	W.	½	A..	Tim..	Ros..	Bim...	3980
Acme	K 3	....	200	36x6	36x6d	Con 6B..	3½x5	Dup.	Zen..	V..	Eis..	Del..	B&B..	P..	Cot R..	Blo..	Tim 6511S.	W.	F..	A..	Tim..	Ros..	Bud..	6900
Acme	60 3	....	152	36x4‡	36x7‡	Con K-4..	4½x5¼	Dup.	Zen..	V..	Eis..	Del‡..	B&B..	P..	Cot RU..	Blo..	Tim 6560..	W.	F.	A..	Tim..	Ros..	Bim...	4830
§Acme	60L 3	....	156	36x4‡	36x7‡	Con L-4..	4½x5½	Dup.	Zen..	V..	Eis..	Del‡..	B&B..	P.	Cot R....	Blo..	Tim 6560 .	W.	F	A..	Tim .	Ros ..	Int...	5050
Acme	90 4	....	168	36x5	40x5d	Con L-4 ..	4½x5½	Dup.	Zen .	V..	Eis..	Del‡..	B&B..	P.	Cot S....	Blo..	Tim 6660 .	W.	F	A..	Tim .	Ros ..	Bim .	6980
Acme	90L 4	....	177	36x5‡	40x5‡	Con B-5 ..	4¾x6	Dup.	Ray	V..	Eis..	Del‡..	B&B .	P .	Cot S....	Blo..	Tim 6660 .	W.	F	A..	Tim .	Ros ..	Bim .	8160
Acme	125 6¼	....	180	36x6	40x6d	Con B-5 ..	4¾x6	Dup.	Ray .	V..	Eis..	Del‡..	B&B .	P .	Cot T....	Blo..	Tim 6760 .	W.	F	A..	Tim .	Ros ..	Smi ..	8976
Acorn	50 2½	3250	156	36x4‡	36x8‡	Bud ETU.	4½x5½	McK	Zen..	G	RBo.	Non..	B-L..	D	B-L 51 ..	Spi..	Tim 6560 .	W.	F	A..	Tim .	Ros ..	Pru...	5500
Acorn	70 4	4250	166	36x5	40x10	Bud YBUI	4½x6	McC	Zen..	G	Bos..	.....	B-L..	D	B-L 60..	The..	Tim 6666 .	W.	F	A..	Tim .	Ros ..	Int...	7400
Amer.-La France	2R 2½	3950	Opt	36x4	36x7	Own 2R..	4½x6	Own.	Zen..	V..	Spl..	Bos..	Own..	D	Own 2R..	Own..	Own 2R..	R	F	B..	Own..	.....	Day..	8600
Amer.-La France	3½	4950	Opt .	36x5‡	36x10‡	Own 3R..	4½x6	Own.	Zen..	V..	Spl..	Bos‡..	Own..	D	Own 3R..	Own..	Own 3R..	W.	F	B..	Own..	.....	Day..	8600
Amer.-La France	5R 5	5500	Opt	36x6‡	40x6d	Own 5R..	4¾x6	Own.	Zen..	V..	Spl..	Bos..	Own..	D	Own 5R..	Own..	Own 5R..	W.	F	B..	Own..	.....	Day..	9600
Amer.-La France	5R 6	5750	Opt .	36x6‡	40x6d	Own 5R..	4¾x6	Own.	Zen..	V..	Spl..	Bos..	Own..	D	Own 5R..	Own..	Own 5R..	W.	F	B..	Own..	.....	Day..	9600
Amer.-La France	5R 7	6000	Opt	36x7	40x7d	Own 5R..	4¾x6	Own.	Zen..	V..	Spl..	Bos..	Own..	....	Own 5R..	Own..	Own 5R..	W.	F	B..	Own..	.....	Day..	9800
Amer.-La France	TT 5	3950	143⅜	36x4‡	36x7‡	Own 2R..	4½x6	Own.	Zen..	V..	Spl..	Bos‡..	Own..	D	Own 2R..	Own..	Own 2R..	R	F.	B.	Own..	.....	Day..	6400
Amer.-La France	TT 7	4950	146½	36x5‡	36x10‡	Own 3R..	4½x6	Own.	Zen..	V..	Spl..	Bos‡..	Own..	D	Own 2R..	Own..	Own 2R..	W.	F	B.	Own..	.....	Day..	8400
Amer.-La France	TT 10	5500	146½	36x6‡	40x6d	Own 5R..	4¾x6	Own.	Zen..	V..	Spl..	Bos‡..	Own..	D	Own 5R..	Own..	Own 3R..	W.	F	B.	Own..	.....	Day..	9400
Amer.-La France	TT 13	5750	146½	36x6‡	40x6d	Own 5R..	4¾x6	Own.	Zen..	V..	Spl..	Bos‡..	Own..	D	Own 5R..	Own..	Own 3R..	W.	F	B.	Own..	.....	Day..	9500
Amer.-La France	TT 15	6000	146½	36x7‡	40x7d	Own 5R..	4¾x6	Own.	Zen..	V..	Spl..	Bos‡..	Own..	D	Own 5R..	Own..	Own 5R..	W.	F	B.	Own..	.....	Day..	9700
§Armleder	30 1½	....	148†	34x4‡	34x6‡	Her OX..	4x5	Non.	Zen..	V..	Bos..	Bos‡..	B-L..	D	B-L 35..	Spi..	Tim 6462 .	W.	½	A..	Tim .	Ros ..	StM..	4400
§Armleder	50 2½	....	152†	36x4	36x8	Bud EBUI	4¼x5½	Pha..	Zen..	V..	Bos..	Bos‡..	B-L..	D	B-L 51..	Spi..	Tim 6566..	W.	F	A..	Tim .	Ros ..	StM..	5300
§Armleder	KWB 3½	....	156†	36x5	36x5d	Bud YTU.	4½x6	Pha..	Zen..	G	Bos..	Wes‡	B-L..	D	B-L 50..	Spi..	Tim 6666 .	W.	F	B.	Tim .	Ros ..	StM..	6900
§Armleder	KWC 3½	....	156†	36x5	36x5d	Con E-4 ..	4½x5½	Pha..	Zen..	G	Bos..	Non..	B-L..	D	B-L 50..	Spi..	Tim 6666 .	W.	F	B.	Tim .	Ros ..	StM..	6900
Atterbury	24R 1½	2450	150	34x4‡	34x6*	Bud KTU.	4x5¼	Non.	Zen..	V..	Bos..	Bos..	B-L..	D	B-L 31..	Spi..	Tim 6462 .	W.	¾	A..	Tim .	Gem..	Arc...	4750
Atterbury	22C 2½	3375	156	36x4‡	36x4d	Con K-4 .	4½x5¼	Pie..	Zen..	V..	Eis..	Del‡..	B-L..	D	B-L 51..	Spi..	Tim 6560..	W.	F.	A..	Tim .	Gem..	Arc...	5670
Atterbury	22CLWB 2½	3475	180	36x4‡	36x4d	Con K-4 .	4½x5¼	Pie..	Zen..	V..	Eis..	Del‡..	B-L..	D	B-L 51..	Spi..	Tim 6560..	W.	F.	A..	Tim .	Gem..	Arc...	5870
Atterbury	22D 3½	4275	174	36x5	40x6‡	Con L-4..	4½x5½	Pie..	Zen..	V..	Eis..	Del‡..	B-L..	D	B-L 55..	Spi..	Tim 6666 .	W.	F	A..	Tim .	Gem..	Arc...	7500
Atterbury	24E 5	5350	174	36x6	40x7d	Con B-7 ..	5x6	Pie..	Zen..	V..	Bos..	Bos..	B-L..	D	B-L 60Max	Spi..	Tim 6760..	W.	F	A..	Tim .	Gem..	Std...	9500
Atterbury	24E-LWB 5	5500	204	36x6	40x7d	Con B-7 ..	5x6	Pie..	Zen..	V..	Bos..	Bos..	B-L..	D	B-L 60Max	Spi..	Tim 6760 .	W.	F	A..	Tim .	Gem..	Std...	9900
Autocar	F 1	2200	97	34x4‡	34x6‡	Own 2 ...	4¾x4½	Non.	Str .	G	Bos..	L-N†	Own..	P.	Own F....	Spi....	Own F....	R	F	A..	Own..	Ros..	Hoo .	3800
Autocar	G 1	2300	120	34x4‡	34x6‡	Own 2 ...	4¾x4½	Non.	Str .	G	Bos..	L-N†	Own..	P.	Own F....	Spi....	Own F....	R	F	A..	Own..	Ros..	Hoo .	3900
Autocar	F 1¼	2200	97	34x4‡	34x6‡	Own 2 ...	4¾x4½	Non.	Str .	G	Bos..	L-N†	Own..	P.	Own F....	Spi....	Own F....	R	F	A..	Own..	Ros..	Hoo .	3800
Autocar	G 1¼	2300	120	34x4‡	34x6‡	Own 2 ...	4¾x4½	Non.	Str .	G	Bos..	L-N†	Own..	P.	Own F....	Spi....	Own F....	R	F	A..	Own..	Ros..	Hoo...	3900
§Autocar	F 1½	2200	97	34x4‡	34x6‡	Own 2 ...	4¾x4½	Non.	Str .	G	Bos..	L-N†	Own..	P.	Own F....	Spi....	Own F....	R	F	A..	Own..	Ros..	Hoo .	3800
§Autocar	G 1½	2300	120	34x4‡	34x6‡	Own 2 ...	4¾x4½	Non.	Str .	G	Bos..	L-N†	Own..	P.	Own F....	Spi....	Own F....	R	F	A..	Own..	Ros..	Hoo .	3900
Autocar	F 2	2200	97	34x4‡	34x6‡	Own 2 ...	4¾x4½	Non.	Str .	G	Bos..	L-N†	Own..	P.	Own F....	Spi....	Own F....	R	F	A..	Own..	Ros..	Hoo .	3800
Autocar	G 2	2300	120	34x4‡	34x6‡	Own 2 ...	4¾x4½	Non.	Str .	G	Bos..	L-N†	Own..	P.	Own F....	Spi....	Own F....	R	F	A..	Own..	Ros..	Hoo .	3900
§Autocar	H 2	3450	114	34x5‡	36x8‡	Own H ...	4 x5½	Pha..	Str .	G	Bos..	L-N‡	Own..	P.	Own Y....	Spi....	Own H	R	F	A..	Own..	Ros..	Hoo .	5500
§Autocar	K 2	3550	138	34x5‡	36x8‡	Own H ...	4 x5½	Pha..	Str .	G	Bos..	L-N‡	Own..	P.	Own Y....	Spi....	Own H	R	F	A..	Own..	Ros..	Hoo .	5600
Autocar	H 2½	3450	114	34x5‡	36x8‡	Own H ...	4 x5½	Pha..	Str .	G	Bos..	L-N‡	Own..	P.	Own Y....	Spi....	Own H	R	F	A..	Own..	Ros..	Hoo .	5500
Autocar	K 2½	3550	138	34x5‡	36x8‡	Own H ...	4 x5½	Pha..	Str .	G	Bos..	L-N‡	Own..	P.	Own Y....	Spi....	Own H	R	F	A..	Own..	Ros..	Hoo .	5600
Autocar	H 3	....	114	34x5‡	36x8‡	Own H ...	4 x5½	Pha..	Str .	G	Bos..	L-N‡	Own..	P.	Own Y....	Spi....	Own H	R	F	A..	Own..	Ros..	Hoo .	5500
Autocar	K 3	3550	138	34x5‡	36x8‡	Own H ...	4 x5¼	Pha..	Str .	G	Bos..	L-N‡	Own..	P.	Own Y....	Spi....	Own H	R	F	A..	Own..	Ros..	Hoo .	5600
Autocar	L 4	4800	156	34x6	36x12d	Own Y....	4¼x5½	Pha..	Str .	G	Bos..	L-N‡	Own..	P.	Own B....	Spi....	Own Y....	R	F	A..	Own..	Ros..	Hoo .	7400
Autocar	M 4	4650	120	34x6	36x12d	Own Y....	4¼x5½	Pha..	Str .	G	Bos..	L-N‡	Own..	P.	Own B....	Spi....	Own Y....	R	F	A..	Own..	Ros..	Hoo .	7200
Autocar	L 5	4800	156	34x6	36x12d	Own Y....	4¼x5½	Pha..	Str .	G	Bos..	L-N‡	Own..	P.	Own B....	Spi....	Own Y....	R	F	A..	Own..	Ros..	Hoo .	7400
Autocar	M 5	4650	120	34x6	36x12d	Own Y....	4¼x5½	Pha..	Str .	G	Bos..	L-N‡	Own..	P.	Own B....	Spi....	Own Y....	R	F	A..	Own..	Ros..	Hoo .	7200
Autocar	L 6	4800	156	34x6	36x12d	Own Y....	4¼x5½	Pha..	Str .	G	Bos..	L-N‡	Own..	P.	Own B....	Spi....	Own Y....	R	F	A..	Own..	Ros..	Hoo .	7400
Autocar	M 6	4650	120	34x6	36x12d	Own Y....	4¼x5½	Pha..	Str .	G	Bos..	L-N‡	Own..	P.	Own B....	Spi....	Own Y....	R	F	A..	Own..	Ros..	Hoo .	7200
Available	JH 1½	....	145	36x3½‡	36x5‡	Her O....	4 x5	Pie..	Zen..	G	Bos..	Bos..	B-L..	D	B-L 30..	M-E..	Tim 6460..	W.	½	A.	Tim .	Ros ..	Sch...	4000
Available	JH2 2	....	152	36x4	36x6	Her O....	4 x5	Pie..	Zen..	G	Bos..	Bos‡..	B-L..	D	B-L 30..	M-E..	Tim 6560 .	W.	F	A.	Tim .	Ros ..	Sch...	4400
Available	JH2½ 2½	....	152	36x4‡	36x8‡	Her O....	4 x5	Pie..	Zen..	V..	Bos..	Bos‡..	B-L..	D	B-L 35..	M-E..	Tim 6560 .	W.	F	A.	Tim .	Ros ..	Sch...	5200
Available	JH3½ 3½	....	176	36x5	40x5d	Her Mu-3.	4½x5½.	Pie..	Str .	V..	Bos..	Bos‡..	B-L..	D	B-L 50..	M-E..	Tim 6666 .	W.	F	A.	Tim .	Ros..	Sch...	6500
Available	H5 5	....	190	36x6	40x12	Her T-3..	5 x6	Pie..	Str .	V..	Bos..	Bos‡..	B-L..	D	B-L 60..	M-E..	Tim 6760 .	W.	F	A.	Tim .	Ros..	Smi ..	9500
Bessemer	G 1	....	124	35x5*	35x5*	Con N....	3¾x5	Non.	Str .	G	Bos..	Bos..	Ful ..	D	Ful TU¾	Blo...	Tor Bevel.	B..	D	A.	She...	Ros ..	Sch...	3000
Bessemer	H2 1½	....	144	36x3½	36x5	Con N....	3¾x5	Non.	Str .	G	Bos..	Bij ..	B&B	P..	B-L 35..	Blo...	Wis	R	½	A..	Shu ..	Ros ..	Sch...	3800
Bessemer	J2 2½	....	158	36x4	36x4d	Hin HA500	4¼x5½	Pie..	Zen..	G	Bos..	Eist .	B&B	P.	B-L 50..	Blo...	Wis	R	½	A..	Shu ..	Ros ..	Sch...	4800
Bessemer	K2 4	....	175	36x5	36x10	Con E-7 ..	4½x5½	Pie..	Str .	G	Eis..	Eist .	B&B	P.	B-L 60..	Spi....	Tor E	I.	D	B..	Shu ..	Ros ..	Smi ..	7250
§Bethlehem	KN 1	1595	125	33x5*	33x5*	Own KN..	3½x5	Non.	Zen..	V..	Bos..	G&D	B&B	P.	D-G	Spi....	Eat 1000 .	B..	½	....	Eat..	Lav..	Van ..	2650
§Bethlehem	GN 2	2495	137½	36x4	36x7	Own GN..	4 x5¼	Pie..	Zen..	V..	Bos..	G&D	B&B	P.	D-G C....	Spi....	Wis 60A..	R	½	....	She...	Lav..	Smi ..	4100
Bethlehem	L 2½	3195	145	36x4	36x8	Own H	4 x5¼	Pie..	Zen..	V..	Bos..	G&D	Ful...	D	Ful GU7..	Spi....	Wis 88E...	R	½	A.	She...	Lav..	Smi ..	4950
Bethlehem	M 3½	3795	168	36x5	36x5d	Own H....	4 x5¼	Pie..	Zen..	V..	Bos..	G&D	Ful...	D	Ful Gu7 ..	Spi....	Wis 120FG	R	½	A..	She ..	Lav..	Smi ..	5875

ABBREVIATIONS:
TIRES:
*—Pneumatics Standard Equipment
‡—Pneumatics at extra cost
d——Dual on Rear
WHEELBASE:
†—More than one wheelbase furnished
GENERATOR AND STARTER:
‡—Generator and Starter at extra cost
†—Starter not supplied

A—Rear Wheels only
A-L—Auto-Lite
Apo—Apollo
Arc—Archibald
A-W—Auto-Wheel
B—Straight Bevel (*Final Drive*)
B—Drive Shaft and Rear Wheels (*Brakes*)
B-L—Brown & Lipe
B&B——Borg & Beck
Bij—Bijur
Bim—Bimel
Blo—Blood Bros.
Bos—Bosch
Bud—Buda (*Engine*)
Bud—Budd (*Wheels*)
C—Chain
CAS—C. A. S. Products
Cla—Clark (*Axles*)
Cla—Clark (*Wheels*)
Col—Columbia (*Engine*)
Col—Columbia (*Axles*)
Con—Continental (*Engine*)
Con—Continental (*Axles*)
Con—Connecticut (*Ignition*)
Cot—Cotta
Cov—Covert
D—Disk
D—Dead (*Axles*)
D-G—Detroit Gear
Day—Dayton
Del—Delco
Det—Detlaff
Dod—Dodge
Dis—Disteel
Dup—Duplex
Dur—Durston
Dyn—Dyneto
Eat—Eaton
Eis—Eisemann
Ens—Ensign
F—Floating
½—Semi-Floating
¾—Three-Quarter Floating
Fir—Firestone
Fli—Flint
Ful—Fuller
G—Gravity
G&D—Gray & Davis
Gem—Gemmer
GBS—Golden, Belknap & Swartz
H—Jackshaft and Rear Wheels
H-S—Hele-Shaw (*Clutch*)
H-S—Herschell-Spillman (*Engine*)
Han—Handy
Har—Hartford
Ha-S—Hall-Scott
Hay—Hayes
Her—Hercules
Hin—Hinkley
Hoo—Hoopes
I—Internal Gear
Ind—Indestructible
Int—Interstate
Jac—Jacox
Jax—Jaxon
Jon—Jones
K—Cone
Kel—Kelsey
L-N—Leece-Neville
Lav—Lavine
Lyc—Lycoming
Mar—Marvel
McC—McCord
McK—McKenna
M-E—Merchant & Evans
MM—Michigan Malleable
Mon—Monarch
Mot—Motor Wheel
Mun—Muncie
N-E—North East
Non—Not supplied
Nor—Northern
O—Disk in Oil
Opt—Optional
P—Pressure (*Fuel*)
P—Plate (*Clutch*)
Pet—Cleveland Parts
Pha—Pharo
Pic—Pick
Pie—Pierce
Pru—Prudden
R—Double Reduction
Ray—Rayfield
RBo—Robert Bosch
Rem—Remy
Ros—Ross
Roy—Royer
Rus—Russell
Rut—Rutenber
S—Spiral Bevel
Sal—Salisbury
Sch—Schwarz
Sci—Scintilla
She—Sheldon (*Axles*)
She—Schebler (*Carb.*)
Shu—Shuler
Sim—Simms
Smi—Smith
Sne—Snead
Spi—Spicer
Spl—Splitdorf
St.M—St. Marys
Std—Standard (*Axles*)
Std—Standard (*Wheels*)
Str—Stromberg
The—Thermoid
Til—Tillotson
Tim—Timken
Tor—Torbenson
U-M—Universal Machine
U-P—Universal Products
V—Vacuum
Van—Van Wheel
Ves—Vesta
Vul—Vulcan
W—Worm
W-G—Warner Gear
Wag—Wagner
Wal—Walker
Way—Wayne
Wau—Waukesha
Wes—Westinghouse
Wis—Wisconsin
Woh—Wohlrab
Zen—Zenith

American Gasoline Truck Chassis Specifications—Continued

MAKE AND MODEL	GENERAL			TIRES		ENGINE					ELECTRICAL SYSTEM		TRANSMISSION				REAR AXLE				MISCELLANEOUS			
									Fuel System				Clutch		Gearset									
	Tons Capacity	Chassis Price	Standard Wheelbase (In.)	Front, Size and Type (In.)	Rear, Size and Type (In.)	Make and Model	Bore and Stroke (In.)	Governor Make	Carburetor Make	Fuel Feed	Ignition System Make	Generator and Starter Make	Make	Type	Make and Model	Universals Make	Make and Model	Final Drive	Type	Brakes	Front Axle Make	Steering Gear Make	Wheels Make	Chassis Weight (Lbs.)
Betz J3	1	1850	140	34x5*	34x5*	Own J-3	3¾x5½	Non.	Zen.	G	Bos.	Bos.	B-L.	D	B-L 30	Pet.	Tim 6352	W.	½	A	Tim	Ros.		3150
Betz D3	2½	2985	160	36x4	36x8	Own D-3	4¼x5½	Mon.	Zen.	G	Bos.	Non.	B-L.	D	B-L 35	Pet.	Tim 6560	W.	F		Tim	Ros	Std	5250
Bridgeport A	1½	2350	144	34x4‡	34x6‡	Bud WTU	3¾x5½	Non.	Zen.	V.	Eis.	Bos.	B-L.	D	B-L 30	Spi	Tim 6460	W.	½	A.	Shu	Ros	Jon	3000
Bridgeport B	2½	2990	155	36x4‡	36x8‡	Bud ETU	4¼x5½	Non.	Zen.	V.	Eis.	Bos.	B-L.	D	B-L 50	Spi	Tim 6560	W.	F	A.	She	Jon	Ros	5800
Bridgeport C	4	3990	175	36x6‡	36x12‡	Bud YTU	4½x6	Non.	Zen.	V.	Eis.	Bos.	B-L.	D	B-L 60	Spi	Tim 6666	W.	F	A.	She	Ros	Jon	10,400
Brinton C	1½	2500	138	34x4	34x5	Con N	3¾x5	Non.	Str	G	Bos.	Non.	B-L.	D	B-L	Spi	Tim 6560	W.	¾		Tim	Ros	Sch	3900
Brinton D	2½	2975	150	36x4	36x8	Con C-4	4½x5½	Pie.	Str	G	Bos.	Non.	B-L.	D	B-L	Spi		W.	F			Ros	Smi	4900
Brockway E3	1	....	135	33x5*	33x5*	Wis SU	4 x5	Non.	Zen.	V.	Eis.	L-N	B-L.	D	B-L 30	Spi	Col 52024	S.	F.	A.	Col	Gem		2900
Brockway S12	1½	....	140	36x4‡	36x6‡	Wis SU	4 x5	Han.	Zen.	V.	Eis.	L-N‡	B-L.	D	B-L 30	Spi	Tim 6462	W.	½	A.	Tim	Gem		4000
Brockway K	2½	....	153	36x4‡	36x8‡	Con K-4	4¼x5¼	Pha.	Str	V.	Eis.	L-N‡	B-L.	D	B-L 35	Spi	Tim 6566	W.	F	A.	Tim	Gem		5260
Brockway R12	3½	....	164	36x5	36x10	Con L-4	4½x5½	Pha.	Str	V.	Eis.	L-N‡	B-L.	D	B-L 55	Spi	Tim 6666	W.	F	A.	Tim	Gem	Smi	7075
Buffalo 9 & 10	2	2750	140	34x5‡	36x8‡	Her O	4 x5	Pie.	Str	V.	Bos.	Bos.	Cov	D	Cov	Spi	She W-103	W.	½		She	Ros	Jon	5400
Buffalo 6 & 12	3	4850	155	34x5‡	36x5d	Her O	4 x5	Pie.	Str	V.	Bos.	Bos.	Cov	D	Cov	Spi	She W-21	W.	½		She	Ros	Jon	6200
Casco A	1	1700	130	34x5*	34x5*	Bud WTU	3¾x5½	Non.	Zen.	V.	Bos.	Bos.	Ful		Ful SUI	Spi	Col 52000	S.	½	A.	Col	Woh	Arc	3200
Chevrolet Sup. Com Ch.	½	410	103	30x3½*	30x3½*	Own	3¼x4	Non.	Zen.	G	Rem.	Rem.	Own	D	Own Sup	Own	Own Sup	S.	½	A.	Own	Own	Hay	1430
§**Chevrolet** Sup.	1	550	120	31x4*	34x4½*	Own Sup	3¼x4	Non.	Zen.	G	Rem.	Rem.	Own	D	Own Sup	Own	Own Sup	S.	½	A.	Own	Own	Hay	1850
Clinton 20	1¼	2070	150	30x5*	30x5*	Bud WTU	3¾x5½	Non	Zen	V.		Bos	B-L	D	B-L 30	M-E	Tim 6258	W.	½	A.	Tim	Ros	StM	3450
§**Clinton** 45	2	2840	163	34x4‡	34x4‡	Bud KTU	4x5¼	Han.	Zen.	G		Bos.	B-L.	D	B-L 35	M-E	Tim 6462	W.	½	A.	Tim	Ros	StM	4875
§**Clinton** 65	3	3550	184	34x5‡	34x5d	Bud ETU	4¼x5½	Han.	Zen.	G		Bos.	B-L.	D	B-L 55	M-E	Tim 6566	W.	F	A.	Tim	Ros	StM	5625
Clinton 90	4	4260	190	36x5	36x6d	Bud YTU	4½x6	Han.	Zen.	G		Bos.	B-L.	D	B-L 55	M-E	Tim 6666	W.	F	A.	Tim	Ros	StM	4710
Clinton 90M	4	4400	190	36x5	36x6d	Bud YTU	4½x6	Han.	Zen.	G		Bos.	B-L.	D	B-L 55Max	M-E	Tim 6666	W.	F	A.	Tim	Ros	StM	7480
Clinton 120L	5	5140	204	36x6‡	36x7d	Bud BTU	5 x6½	Han.	Zen.	G		Bos.	B-L.	D	B-L 60	M-E	Tim 6760	W.	F	A.	Tim	Ros	StM	9400
Clinton 120LM	5	5250	204	36x6	36x7d	Bud BTU	5 x6½	Han.	Zen.	G		Bos.	B-L.	D	B-L 60Max	M-E	Tim 6760	W	F	A.	Tim	Ros	StM	9400
Clinton 120SM	7	5250	180	36x6‡	40x7‡	Bud BTU	5 x6½	Han.	Zen.	G		Bos.	B-L.	D	B-L 60Max	M-E	Tim 6760	W	F	A.	Tim	Ros	StM	9400
Clydesdale 10	1¼	....	133	34x5*	34x5*	Con N	3¾x5	Non.	Zen.	V.	Bos.	Bos.	B&B	P.	B-L 2)	Spi	Tim 5511	B.	½	A.	Std	Ros		3100
Clydesdale 10A	1¼	....	138	34x5*	34x5*	Con N	3¾x5	Non.	Zen.	V.	Bos.	Bos.	B&B.	P.	B-L 20	Spi	Tim 5511	W.	½	A.	Std	Ros		3100
Clydesdale 8	2½	....	156	36x4	36x7	Con K-4	4¼x5¼	Own.	Zen.	V.	Bos.	Bos.	B-L.	D.	B-L 35	Spi	Tim 6460	W.	½	A.	Tim	Ros		....
Clydesdale 6	3½	....	163	36x5	36x5d	Con L4	4½x5½	Own.	Zen.	V.	Bos.	Bos.	B-L	D.	B-L 50	Spi	Tim 6560	W.	F	A.	Tim	Ros		....
Clydesdale 4	5	....	177	36x6	40x6d	Con B-5	4¾x6	Own.	Zen.	V.	Bos.	Bos‡	B-L.	D.	B-L 60	Spi	Tim 6666	W.	F	A.	Tim	Ros		....
Clydesdale 2	7	....	176	36x7	40x7d	Con B-5	4¾x6	Own.	Zen.	V.	Bos.	Bos‡	B-L.	D.	B-L 60	Spi	Tim 6760	W.	F	A.	Tim	Ros		....
Columbia H	1½	2175	140	34x4	34x6	Hin 300	3¾x5¼	Hin.	Str	V.	Spl	Bos.	Det	D.	D-G	Spi	Vul	W.	F		Shu	Own	StM	3800
Columbia G	2½	2850	148	36x4	36x10	Hin 400	4 x5¼	Hin.	Str	V.	Spl	Bos.	Det.	D.	D-G	Spi	Vul	W.	F		Shu	Own	StM	4400
§**Columbia** K	3	3450	150	36x5	36x12	Hin 500	4¼x5½	Hin.	Str	V.	Spl	Bos.	Det	D.	D-G	Spi	Vul	W.	F		Shu	Own	Van	5130
Commerce 11	1	....	127	34x5	34x5	Con N	3¾x5	Non.	Zen.	V.	Bos.	Bos.	Ful	D.	Ful SU2	U-M	Sal 1481	B.	¾	A.	Sal	Jac	Smi	2930
Commerce Super 11	1¼	....	142	34x5	34x5	Con S-4	4¼x4½	Non.	Zen.	V.	Bos.	Bos.	Ful	D.	Ful SU12	U-M	Sal 1481	B.	¾	A.	Sal	Ros	Smi	3575
Commerce 25R	2½	....	156	36x6‡	40x8‡	Con K-4	4½x5¼	Non.	Zen.	V.	Eis	Bij	B-L.	D.	B-L 51	U-M	Tim 6566	W.	F	A.	Tim	Ros	Mot	5200
§**Commerce** 25D	2½	....	198	36x6	40x8	Con 6B	3¾x5	Non.	Zen.	V.	Bos.	Bos.	B-L.	D.	B-L 51	U-M	Tim 6566	W.	F	A.	Tim	Ros	Bim	5400
Concord E	1	2500	135	34x5*	36x6*	Bud GBU	4 x5¼	Non.	Zen.	V.	Eis.	Wes.	B-L.	D.	B-L 30	Spi	Tim 6352	W.	½	A.	Tim	Ros	Arc	3500
Concord G	2	3250	140	36x4‡	36x4‡	Bud GBU	4 x5½	Pie.	Zen.	V.	Eis.	Non	B-L.	D.	B-L 35	Spi	Tim 6560	W.	½		Tim	Ros	Arc	4150
Concord H	2	3700	150	36x4‡	36x4‡	Bud EBU	4 x5½	Non	Zen.	V.	Eis.	Wes.	B-L.	D.	B-L 50	Spi	Tim 6460	W.	½		Tim	Ros	Arc	4250
Concord J	2½	3600	150	36x4‡	36x4d	Bud EBU	4¼x5½	Pie.	Zen.	V.	Eis.	Opt‡	B-L.	D.	B-L 50	Spi	Tim 6560	W.	F	A.	Tim	Ros	Arc	5400
Concord JL	3	3600	170	36x4‡	36x4d	Bud EBU	4¼x5½	Pie.	Zen.	V.	Eis.	Eis	B-L.	D.	B-L 50	Spi	Tim 6560	W.	F	A.	Tim	Ros	Arc	5500
Corbitt E	1	160	130	34x3½‡	34x4‡	Con N	3¾x5	Non.	Str.	V.	Eis	Bij‡	B-L.	D.	B-L 31	Spi	She W1501	W	½	A.	She	Ros	Bim	3730
Corbitt D22	1½	2150	140	34x3½‡	34x5‡	Con J-4	3¾x5	Dup.	Str.	V.	Eis	Bos‡	B-L.	D.	B-L 31	Spi	She W-103	W	½	A.	She	Ros	Bim	4150
Corbitt C	2	2750	148	36x4‡	36x7‡	Con K-4	4¼x5¼	Dup.	Str.	V.	Eis	Bos‡	B-L.	D.	B-L 35	Spi	She W-103	W	½	A.	She	Ros	Bim	5265
Corbitt B	2½	3000	152	36x4‡	36x8‡	Con K-4	4¼x5¼	Dup.	Str.	V.	Eis	Bos‡	B-L.	D.	B-L 51	Spi	She W-21	W	½	A.	She	Ros	Bim	5325
Corbitt R	3	3250	158	36x4‡	36x8‡	Con L-4	4½x5½	Dup.	Str.	V.	Eis	Bos‡	B-L.	D.	B-L 51	Spi	She W-21	W	½	A.	She	Ros	Smi	6160
Corbitt A	4	3800	178	36x5	36x10	Con L-4	4½x5½	Dup.	Str.	V.	Eis	Bos‡	B-L.	D.	B-L 51	Spi	She W-21	W	½	A.	She	Ros	Smi	7370
Corbitt AA	5	4750	178	36x6	40x6d	Con B7	5 x6	Dup.	Str.	V.	Eis	Bos‡	B-L.	D.	B-L 60 Max	Spi	She W-51	W.	½	A.	She	Ros	Smi	9410
Day-Elder AN	1½	....	128	34x3½‡	34x4‡	Bud WTU	3¾x5½	Non.	Zen.	V.	Eis	Bos‡	B-L.	D.	B-L 20	Spi	Tim 6258	W.	½	A.	Col	Gem	Van	3600
Day-Elder BN	2	....	144	34x3½*	34x5‡	Con J-4	3¾x5	Non.	Zen.	V.	Eis	Bos‡	B-L.	D.	B-L 31	Spi	Tim 6462	W.	½	A.	Col	Gem	Van	4100
Day-Elder DN	2½	....	144	36x4‡	36x7‡	Con K-4	4¼x5¼	Mon.	Zen.	V.	Eis	Bos‡	B-L.	D.	B-L 35	Spi	Tim 6566	W.	F	A.	Col	Gem	Van	5100
Day-Elder CN	3	....	150	36x4‡	36x8‡	Bud HTU	4¼x5½	Mon.	Zen.	V.	Eis	Bos‡	B-L.	D.	B-L 51	Har	Tim 6566	W.	F	A.	Tim	Gem	Van	5900
Day-Elder FN	4	....	165	36x5‡	36x5d	Con L4	4½x5½	Mon.	Zen.	V.	Eis	Bos‡	B-L.	D.	B-L 51	Har	Tim 6666	W.	F	A.	Tim	Gem	Van	6700
Day-Elder EN	5	....	170	36x5	40x6d	Con B-5	4¾x6	Mon.	Zen.	V.	Eis	Non	B-L.	D.	B-L 60	Spi	Tim 6760	W.	F	A.	Tim	Gem	Smi	8800
De Martini	1½	....	150	34x4	34x6	Bud WTU	3¾x5½	Non.	Zen.	V.	Bos.	Non	B-L.	D.	B-L 35	Spi		W.	½			Ros	Smi	5000
De Martini	2	....	168	36x4	36x7	Bud HTU	4¼x5½	Non.	Zen.	V.	Bos.	Non	B-L.	D.	B-L 35	Spi		W.				Ros	Smi	6500
De Martini	3	....	180	36x5	36x10	Bud ETU	4¼x5½	Non.	Zen.	V.	Bos.	Non	B-L.	D.	B-L 50	Spi		W.				Ros	Smi	7250
De Martini	4	....	190	36x6	36x12	Bud YBU	4½x6	Non.	Zen.	V.	Bos.	Non	B-L.	D.	B-L 50	Spi		W.	F	A.		Ros	Smi	8500
§**Diamond T**	75	1	....	130	33x5*	33x5*	Her OX	4 x5	Non.	Zen.	G.	Apo.	A-L†	Cov	D.	ov JUC	Spi	ol 52000	B.	¾	A.	ol	Gen	Mot	2825
Diamond T	03	1¼	....	132	36x3½‡	36x4‡	Hin 700	3¾x5¼	Non.	Str.	V.	Bos.	Non	Cov	D.	ov JUC	Spi	Own800GD	W.	½	A.	Own	Gem		3850
Diamond T	T	1½	....	144	36x3½	36x5	Hin 700	3¾x5¼	Own.	Str.	V.	Bos.	Non	Cov	D.	ov JUC	Spi	Own	W.	½	A.	Tim	Gem		4050
Diamond T	U?	2½	....	160	36x4‡	36x8d	Hin 1400	4 x5¼	Own.	Str.	V.	Bos.	Non	Cov	D.	ov RU4	Spi	Tim 6560	W.	F	A.	Tim	Gem		5250
Diamond T	K	3½	....	170	36x5	36x5d	Hin 1500	4½x5½	Own.	Str.	V.	Bos.	Non	Cov	D.	ov SA4	Spi	Tim 6666	W.	F	A.	Tim	Gem		7250
Diamond T	S	5	....	180	36x6	40x6d	Hin Class B	4¾x6	Own.	Str.	V.	Bos.	Opt‡	B-L.	D.	B-L 50	Spi	Tim 6760	W.	F	A.	Tim	Gem		8750
Diehl A	1	....	115	34x4½*	35x5*	Con N	3½x5	Non.	Zen.	G.	Sim.	Non	B&B.	P.	Dur 02800	Har	Tor OX2L	I	D.	A.	Sal	Ros	Sch	2400
Diehl P	1½	....	120	....	....	H-S 7000	3½x5	Non.	Zen.	G.	Bos.	Non	M-E	P.	Dur 02500B	M-E	Tor S327	I	D.		Sal	Ros	Wav	2500
Dixon D	1½	2650	145	36x3	36x6	Con J-4	3¾x5	Pie.	Zen.	G.	Bos.	Non	Ful	D.	Ful GU-8	Har	Tim 6460	W	F	A.	Tim	Ros	StM	4300
Dixon	2	....	145	....	....	Con J-4	3¾x5	Pie.	Zen.	V.	Eis	Bos.	Ful	D.	Ful GU7	Har	Tim 6460	W.	½	A.	Tim	Ros		4450
Dixon C	2½	3250	154	36x4	36x8	Con K-4	4¼x5¼	Pie.	Zen.	G.	Bos.	Non	Ful	D.	Ful GU-8	Har	Tim 6460	W.	F	A.	Tim	Ros	Smi	5800
Dixon A	3½	4070	160	36x5	36x10	Con L-4	4½x5½	Pie.	Zen.	G.	Bos.	Non	Ful	D.	Ful HU	Har	Tim 6666	W.	F	A.	Tim	Ros	Smi	7100
Dixon	5	4490	160	36x5	36x12	Con L-4	4½x5½	Pie.	Zen.	G.	Bos.	Non	Ful	D.	Ful HU1	Har	Tim 6666	W.	F	A.	Tim	Ros	Smi	7800
Dodge Bros.	¾	730	116	32x4*	32x4*	Own	17/8x4½	Non.	Ste.	V.	N-E.	N-E	Own	D.	Own	Own	Own	S.	½	A.	Own	Own	Kel	1992
Dorris K?	1	2490	Opt.	33x5*	33x5*	Own	4 x5½	Non.	Str.	V.	Bos.	Wes.	Own	D.	W-G	Spi	Tim 5512	B.	½	A.	Tim	Ros	Mun	2000
Dorris K4	2½	3400	Opt.	36x4‡	36x7‡	Own K4	4¼x5½	Own.	Str.	G.	Bos.	Wes.	Own	D.	B-L 55	Spi	Tim 6566	W.	F	A.	Tim	Ros	Smi	5150
Dorris K7	3½	4400	174	36x5‡	36x10	Own K7	4¼x5½	Own.	Str.	G.	Bos.	Wes.	Own	D.	B-L 55	Spi	Tim 6660	W.	F	A.	Tim	Ros	Smi	6750
Double Drive TT	3	4000	144	36x6‡	36x6‡	Bud ETU	4¼x5½	Pie.	Zen.	V.	Spl	Opt.	Det.	D.	Own D.T.P.	Own	Own D.T.T.	W.	¼	B.	Own	Ros	Std	6250
Duplex G	1	....	132	33x5*	33x5*	Bud WTU	3¾x5¼	Non.	Zen.	V.	Wes.	Wes.	B-L.	D.	B-L	Pet	Tim	B.	¼	A.	Tim	Woh	Mot	3000
Duplex GH	1½	....	138	35x5*	36x5*	Bud WTU	3¾x5½	Non.	Zen.	G.	Wes.	Wes.	Cov	D.	Cov	Pet	She	W.	¼	A.	She	Woh	Mot	3900
Duplex A	2	....	145	34x4‡	36x7‡	Hin HAA	4 x5¼	Non.	St.	G.	Eis	Wes.	Cov	D.	ov BU3C	Pet	She W-103	W.	¼	A.	She	Ros	Mot	4400
Duplex AC	2½	....	160	34x5‡	36x8	Hin 400	4 x5¼	Opt.	Str.	V.	Eis	Non	B-L.	D.	B-L 50	Pet	Vul 4	W.	F	A.	Vul	Ros	Mot	5500
Duplex E	3½	....	130	36x8‡	36x8‡	Bud ETU	4¼x5½	Dup.	She	V.	Eis	Non	B-L.	D.	B-L 50	Pet	Own E	I		B.	Own	Woh	Mot	7000
Eagle 101	1¼	1875	134	34x5*	34x5*	Bud WTU	3¾x5½	Opt.	Zen.	G.	Eis	Bos‡	ov	D.	ov	M-E	Tor 1000	I	D.	A.	ol	Ros	Std	3800
Eagle 100	2	2275	130	34x4‡	34x7‡	Bud GTU	4 x5¼	Non.	Zen.	G.	Eis.	Bos‡	ov	D.	ov NUC	M-E	Rus 6000-I	I	D.	A.	ol	Lav	Std	4100
Eagle 104	2	2395	130	34x4‡	34x8	Bud KTU	4 x5¼	Non.	Zen.	G.	Eis	Non	ov	D.	ov NUC	M-E	Rus 6005-I	I	D.	A.	ol	Ros	StM	4300
F.W.D. B	3	4200	124	36x6‡	36x6‡	Wis A	4¾x5½	Pie.	Str.	G.	Eis	N-E‡	H-S.	D.	ot DAE	Own	Own B	B.	F.	B.	Own	Ros	Sch	6300
Fageol 235	2	3300	136	34x4	34x7	Wau FU	4 x5¾	Wau.	Zen.	V.	Spl	Spl	B-L.	D.	Own A	P-	Tim 6460	W.	½	A.	Tim	Ros		5500
Fageol 340	3	4000	150	36x5	36x10	Wau CU	4⅜x5¾	Wau.	Zen.	V.	Spl	Spl	B-L.	D.	Own B	Spi	Tim 6562	W.	F	A.	Tim	Ros	Bud	4600
Fageol 360 Spec.	3	5250	152	36x6*	36x6d	HaS	4¼x5½	H-S.	Zen.	V.	Del	Del	B-L.	D.	B-L 51	Spi	Tim 6562	W.	F	A.	Tim	Ros	Bud	6500
Fageol 445	4	5100	172	36x6	36x12	Wau DU	4½x6¼	Wau.	Zen.	V.	Spl	Spl	B-L.	D.	Own	Spi	Tim 6666	W.	F	A.	Tim	Ros		8500
Fageol 645	6	5800	172	36x6	40x14	Wau DU	4½x6¼	Wau.	Zen.	V.	Spl	Spl	B-L.	D.	Own B	Spi	Tim 6760	W.	F	A.	Tim	Ros		9100
Federal R2	1	....	132	33x5*	33x5*	Con J-4	3¾x5	Non.	Zen.	V.	Eis	Rem	B&B.	P.	Det	Pet	Tim 6250	W.	¼	A.	Tim	Gem	Dis	2950
Federal S23	1½	....	144	36x3½‡	36x5‡	Con J-4	3¾x5	Non.	Zen.	V.	Eis	Ren†	B&B.	P.	Own S23	Pet	Tim 6460	W	¼	A.	Own	Gem		3900
Federal U2	2½	....	157	36x4‡	36x8	Con K-4	4⅛x5¼	Pha.	Zen.	V.	Eis	Rem	B&B.	D.	D-G	Spi	Tim 6560	W.	F.	A.	Own	Gem	Smi	5300

American Gasoline Truck Chassis Specifications—Continued

MAKE AND MODEL	GENERAL			TIRES		ENGINE					ELECTRICAL SYSTEM		TRANSMISSION				REAR AXLE				MISCELLANEOUS			
									Fuel System				Clutch		Gearset									
	Tons Capacity	Chassis Price $	Standard Wheelbase (In.)	Front, Size and Type (In.)	Rear, Size and Type (In.)	Make and Model	Bore and Stroke (In.)	Governor Make	Carburetor Make	Fuel Feed	Ignition System Make	Generator and Starter Make	Make	Type	Make and Model	Universals Make	Make and Model	Final Drive	Type	Brakes	Front Axle Make	Steering Gear Make	Wheels Make	Chassis Weight (Lbs.)
Federal WL	4	....	157	36x5	40x5d	Con L-4	4½x5½	Pha.	Zen.	V.	Eis.	Rem.	B&B.	P.	Own WL	Spi.	Tim 6666	W.	F.	A.	Tim.	Gem.	Smi.	7000
Federal X2	5	....	163	36x6	40x6d	Con B-5	4⅜x6	Pha.	Zen.	V.	Eis.	Rem†	B&B.	P.	W-G	Spi.	Tim 6760	W.	F.	A.	Tim.	Gem.	.....	8700
Federal	TT	....	125	36x4	36x4d	Con K-4	4⅛x5¼	Pha.	Zen.	V.	Eis.	Rem.	B&B.	P.	D-G	Spi.	Tim 6560	W.	F.	A.	Own.	Gem.	.....	5000
Federal	TT	....	121	36x5	36x5d	Con L-4	4½x5½	Pha.	Zen.	V.	Eis.	Rem.	B&B.	P.	W-G	Spi.	Tim 6666	W.	F.	A.	Tim.	Gem.	.....	6700
§Ford T	1	370	124	30x3½	32x4½*	Own T.T.	3¾x4	Non.	Own.	G.	Own.	Own.	Own.	D.	Own TT	Own.	Own TT	W.	½	B.	Own.	Own.	Own.	1572
Front Drive FT	1½	2800	120	36x6	36x6‡	Bud CTU	3¾x5¼	Pie.	Zen.	V.	Spl.	Opt.	B&B.	P.	Own FP	Own.	Own D-2	W.	½	B.	Own.	Ros.	Std.	3350
Fulton A	1	1495	130	35x5*	35x5*	Bud WTU	3¾x5⅛	Non.	Zen.	G.	Sim.	Lyn.	Cov.	D.	Cov JNC	Spi.	She W-1002	W.	½	A.	Col.	Lav.	Hoo.	3600
Fulton C	2	1985	137	34x4	34x7	Bud WTU	3¾x5⅛	Non.	Zen.	G.	Sim.	Non.	Cov.	D.	Cov MUC	Spi.	She W-103	W.	½	....	Col.	Lav.	Hoo.	4150
§G. M. C. K16	1	....	132	34x5*	34x5*	Own K-16	3½x5½	Own.	Mar.	G.	Sim.	Rem.	Own.	D.	Own K-16	U-M.	Own K-16	B.	¾	A.	Own.	Own.	Kel.	3435
G. M. C. K41A	2½	....	146	36x4‡	36x8‡	Own 41	4 x5½	Own.	Mar.	G.	Sim.	Rem.	Own.	D.	Own 41	Own.	Tim 6560	W.	F.	A.	Tim.	Own.	Day.	5595
G. M. C. K41B	2½	....	158	36x4‡	36x8‡	Own 41	4 x5½	Own.	Mar.	G.	Sim.	Rem.	Own.	D.	Own 41	Own.	Tim 6560	W.	F.	A.	Tim.	Own.	Day.	5695
G. M. C. K41C	2½	....	191½	36x4‡	36x8‡	Own 41	4 x5½	Own.	Mar.	G.	Sim.	Rem.	Own.	D.	Own 41	Own.	Tim 6560	W.	F.	A.	Tim.	Own.	Day.	5770
G. M. C. K71A	3½	....	163	36x5	40x10	Own 71A	4½x6	Own.	Mar.	G.	Sim.	Rem.	Own.	D.	Own 71	Own.	Tim 6666	W.	F.	A.	Tim.	Own.	Day.	8070
G. M. C. K71B	3½	....	187	36x5	40x10	Own 71B	4½x6	Own.	Mar.	G.	Sim.	Rem.	Own.	D.	Own 71	Own.	Tim 6666	W.	F.	A.	Tim.	Own.	Day.	8520
G. M. C. K101A	5	....	163	36x5	40x12	Own K101	4½x6	Own.	Mar.	G.	Sim.	Rem.	Own.	D.	Own 101A	Own.	Tim 6760	W.	F.	A.	Tim.	Own.	Day.	8755*
G. M. C. K101B	5	....	187	36x5	40x12	Own K101	4½x6	Own.	Mar.	G.	Sim.	Rem.	Own.	D.	Own 101B	Own.	Tim 6760	W.	F.	A.	Tim.	Own.	Day.	9120
G. M. C. K41T	TT	....	127	36x4	36x8	Own K-41	4 x5½	Own.	Mar.	G.	Sim.	Rem.	Own.	D.	Own K41	Own.	Tim 6560	W.	F.	A.	Tim.	Own.	Det.	5520
G. M. C. K71T	TT	....	138	36x5	36x12	Own K71	4½x6	Own.	Mar.	G.	Sim.	Rem.	Own.	D.	Own K71	Own.	Tim 6666	W.	F.	A.	Tim.	Own.	Day.	8120
G. M. C. K101T	TT	....	138	36x5	36x14	Own K101	4½x6	Own.	Mar.	G.	Sim.	Rem.	Own.	D.	Own K101	Own.	Tim 6760	W.	F.	A.	Tim.	Own.	Day.	8880
G. W. W. Super	1½	1650	142	35x5*	35x5*	Wis SU	4 x5	Non.	Zen.	G.	Bos.	Bos.	Ful.	D.	Ful	Blo.	Cla 1D	I.	D.	....	Shu.	Lav.	Bim.	3200
G. W. W.	2	2250	147	36x6*	38x7*	Wis SU	4 x5	Non.	Zen.	G.	Bos.	Bos.	Ful.	D.	Ful GU5	Blo.	Cla 2D	I.	D.	....	Shu.	Lav.	Bim.	4100
§Garford 15	1	....	132	34x5*	34x5*	.....	3⅝x5⅛	Non.	.....	G.	.....	.....	.....	P.	Own 15	.....	.....	W.	½	A.	Own.	.....	.....	3500
Garford 30	1½	....	144	32x6*	32x6*	.....	4 x5¼	Non.	.....	V.	.....	.....	Own.	D.	Own	.....	.....	W.	½	A.	Own.	.....	.....	4450
Garford 80	4	....	162	36x5	36x10	.....	4½x6	.....	.....	G.	.....	.....	Own.	D.	Own 80	.....	.....	W.	F.	A.	.....	.....	.....	7850
Garford 68D	5	....	162	36x6‡	40x12	Bud BTU	5 x6½	Dup.	Str.	G.	Spl.	Wes‡	Own.	D.	Own 68D	Spi.	Tim 6760	W.	F.	A.	Tim.	Ros.	Smi.	9350
Garford 151	7	....	162	36x6	40x12	Bud BTU	5 x6½	Dup.	Str.	G.	Spl.	Wes‡	Own.	D.	Own 151	Spi.	Own 151	....	D.	B.	Tim.	Ros.	Cla.	10100
§Gary WLD	1	1590	132	36x5	36x5	Bud WTU	3¾x5½	Pie.	Str.	V.	Eis.	Rem.	Ful.	D.	Ful TU¾	Blo.	Tim 5511	W.	½	A.	Tim.	Ros.	Pru.	3200
§Gary E25	2½	3250	148	36x4‡	36x10	Bud EBU	4¼x5½	Mc.	Str.	V.	Eis.	.....	Ful.	D.	Ful	Spi.	Tim 6566	W.	F.	A.	Tim.	Ros.	StM.	5500
Gary Y30	3	3550	150	36x6*	40x8*	Bud YBU-1	4½x6	Mc.	Str.	V.	Eis.	.....	B-L.	D.	B-L	Spi.	Tim	W.	F.	A.	Tim.	Ros.	StM.	5680
Gary Y35	3½	4250	162	36x5	40x12	Bud YBU-1	4½x6	Mc.	Str.	V.	Eis.	.....	B-L.	D.	B-L	Spi.	Tim 6666	W.	F.	A.	Tim.	Ros.	Day.	8100
§Gary B50	5	4850	182	36x6	40x14	Bud BTU	5 x6½	Mc.	Str.	V.	Eis.	Non.	B-L.	D.	B-L	Spi.	Tim 6760	W	F.	A.	Tim.	Ros.	Day.	9250
Gotfredson 20B	1	....	131	33x5*	33x5*	Bud WTU	3¾x5⅛	Non.	Zen.	V.	Rem.	Rem.	B&B.	P.	P-L20	Spi.	Cla-B307	B.	½	B.	Sal.	Gem.	Van.	3000
Gotfredson 31	1½	....	144	36x6*	36x6	Bud WTU	3¾x5⅛	Non.	Zen.	V.	RBo.	Rem.	B&B.	D.	B-L 31	Spi.	Tim 6258	W.	½	A.	Tim.	Gem.	Van.	3500
Gotfredson 41	2	....	146½	36x6*	40x8*	Bud KBU	4 x5¼	Dup.	Zen.	V.	RBo.	Rem.	B&B.	P.	B-L35	Spi.	Tim 6463	W.	½	A.	Tim.	Gem.	M-M.	....
Gotfredson 60	3	....	152½	36x4‡	36x10‡	Bud EBU	4¼x5½	Non.	Zen.	V.	Bos.	Non.	B-L.	D.	B-L 51	Spi.	Tim 6562	W.	F.	B.	Tim.	Gem.	Day.	6325
Gotfredson 80	4	....	160	34x5	36x12	Bud YBU	4½x6	Dup.	Zen.	V.	RBo.	Non.	B-L.	D.	B-L 55	Spi.	Tim 6666	W.	F.	B.	Tim.	Gem.	Day.	8400
Gotfredson 100	5	....	169	36x6	40x14	Bud BTU	5 x6½	Dup.	Zen.	V.	Bos.	Non.	B-L.	D.	B-L 60	Spi.	Tim 6760	W.	F.	B.	Tim.	Gem.	Day.	9700
§Graham BB	1	1175	130	33x5	33x5*	Dod	3⅞x4½	Non.	Ste.	V.	N-E.	N-E.	Dod.	D.	Dod	U-P.	Own	S.	½	A.	Dod.	Dod.	St M	2630
Gramm-Bernstein 10-Sp.	1	....	129	33x5*	33x5*	Lyc CT	3¼x5	Non.	Zen.	G.	Con.	A-L.	Mun.	D.	Mn T231B	Own.	Sal 1483	B.	¾	B.	Sal.	Ros.	Day.	2370
§Gramm-Bernstein 10	1¼	....	129	33x5*	33x5*	Lyc CT	3¾x5	Non.	Zen.	G.	Con.	A-L.	Mun.	D.	.....	Own.	Sal 1483	B.	¾	B.	Sal.	Ros.	Bim.	2370
§Gramm-Bernstein 15	1½	....	138	34x5*	36x6*	Lyc	4 x5	Non.	Str.	G.	N-E.	N-E.	Ful.	D.	Ful	Own.	Own 602-8	W.	½	A.	Col.	Ros.	Van.	3660
Gramm-Bernstein 65	1½	2550	138	36x3½	36x5‡	Con J-4	3¾x5	Non.	Str.	G.	N-E.	N-E.	Ful.	D.	Own	Own.	Own 602-8	W.	½	A.	Col.	Ros.	Bim.	3860
Gramm-Bernstein 125	2½	....	144	36x4‡	36x7	Con K-4	4¼x5¼	Dup.	Str.	G.	N-E.	N-E.	Ful.	D.	Own 125	Own.	She	W.	½	....	Col.	Ros.	Bim.	4910
Gramm-Bernstein 30	3	....	150	36x4‡	36x4d‡	Hin HA 500	4¼x5½	Hin.	Str.	G.	Eis.	N-E.	Own.	D.	Own	Own.	She W-21	W.	½	B.	She.	Ros.	Smi.	6640
Gramm-Bernstein 75P	3½	....	150	36x6*	42x9*	Hin HA 200	4½x5½	Own.	Str.	G.	Eis.	N-E.	Own.	D.	Own 75P	Own.	She 4FA20	W.	½	B.	Own.	Ros.	.....	6985
Gramm-Bernstein 40	4	....	156	36x5	36x5d‡	Hin HA 200	4½x5½	Hin.	Str.	G.	Eis.	N-E‡	Own.	D.	Own	Own.	She W31	W.	½	B.	She.	Ros.	Smi.	7080
Gramm-Bernstein 50-60	5	....	168	36x6	40x6d‡	Con 50	4¼x6	Con.	Str.	G.	Eis.	N-E.	Own.	D.	Own 50	Own.	She W51	W.	½	B.	She.	Ros.	Smi.	9700
Gramm-Bernstein 56	6	....	168	36x6	40x6d‡	Con B5	4¼x6	Con.	Str.	G.	Eis.	N-E‡	Own.	D.	Own 50	Own.	She W51	W.	½	B.	She.	Ros.	Smi.	9700
Grass-Premier 40	1	1360	126†	32x4½*	33x5*	Lyc CT	3¾x5	Non.	Str.	V.	Bos.	Bos.	B-L.	D.	B-L	Spi.	Cla	S.	½	A.	Sal.	Ros.	St M	2600
Grass-Premier 45	1½	1550	140†	32x4½	32x6*	Lyc CT	3¾x5	Opt.	Str.	V.	Opt.	Bos.	B-L.	D.	B-L	Spi.	Cla B 360	S.	½	A.	Sal.	Ros.	St M	3060
Grass-Premier 70	2	2750	140†	36x4‡	36x7	Wau Y	4 x5¼	Opt.	Str.	V.	Bos.	Bos.	B-L.	D.	B-L	Spi.	Tim 6460	B.	½	....	Tim.	Ros.	St M	4400
Grass-Premier 80	2½	3050	133†	36x4‡	36x8	Wau CU	4¾x5¾	Wau	Str.	V.	Bos.	Bos.	B-L.	D.	B-L 51	Spi.	Tim 6560	W.	F.	B.	Tim.	Ros.	St M	5400
Grass-Premier 90	3½	3700	150†	36x5‡	36x5d‡	Wau DU	4½x6¼	Wau.	Str.	V.	Bos.	N-E‡	B-L.	D.	B-L 55	Spi.	Tim 6666	W.	F.	B.	Tim.	Ros.	St M	6200
Guilder B	1	1650	132	33x5*	33x5*	Bud WTU	3¾x5¼	.....	Zen.	G.	Eis.	Bos.	B-L.	.....	B-L 31	.....	Cla 500	.....	.....	.....	Shu.	Ros.	Ind.	3250
Guilder D	1½	2250	132	34x3½	34x6	Bud WTU	4 x5¼	Pie.	Zen.	G.	Eis.	Bos.	B-L.	D.	B-L 31	M-E.	Cla 500	B.	½	....	Shu.	Ros.	Van.	3200
Guilder E	2	2775	152	36x4	36x8	Bud GTU	4 x5¼	Pie.	Zen.	G.	Eis.	Bos.	B-L.	D.	B-L 51	M-E.	Wis DD	W.	F.	....	Wis.	Ros.	Van.	5100
Guilder H	3	3500	152	36x5	36x10	Bud ETU	4¼x5½	Pie.	Zen.	G.	Eis.	Bos.	B-L.	D.	B-L 51	M-E.	Wis	W.	F.	....	Shu.	Ros.	Van.	5600
Guilder J	4	4500	170	36x5	36x12	Bud YTU	4½x6	Pie.	Zen.	G.	Eis.	Non.	B-L.	D	B-L 60	M-E.	Wis 120	R.	½	A.	Shu.	Ros.	Van.	7500
Guilder K5-6	5	5250	170	36x6	40x14	Bud BTU	5 x6½	Pie.	Zen.	G.	Eis.	Non.	B-L.	D.	B-L 60	M-E.	Wis	R.	½	B.	Shu.	Ros.	Van.	8500
Hahn B2	1¼	1800	136	34x5	34x5	Her OX	4 x5	Non.	Str.	G.	Bos.	Bos.	B-L.	D.	.....	Spi.	Cla	B.	....	A.	Wis.	Ros.	Opt.	2900
Hahn O	1½	2400	138	34x5	32x6	Her OX	4 x5	Non.	Str.	G.	Bos.	Bos.	B-L.	D.	.....	Spi.	Wis 40A	R.	....	A.	Wis.	Ros.	Opt.	3800
Hahn K	2	2850	140†	36x4	36x7	Con K4	4¼x5¼	Pha.	Str.	G.	Bos.	Del.	B-L.	D.	.....	Spi.	Tim 6462	W.	....	A.	Tim.	Ros.	Opt.	4700
Hahn K Spec.	2½	3300	146†	36x4	36x7	Con K4	4½x5¼	Pha.	Str.	G.	Bos.	Del.	B-L.	D.	.....	Spi.	Tim 6566	W.	....	A.	Tim.	Ros.	Opt.	4900
Hahn L	3	3750	149†	36x4	36x10	Con L4	4½x5½	Pha.	Str.	G.	Bos.	Del.	B-L.	D.	.....	Spi.	Tim 6566	W.	....	A.	Tim.	Ros.	Opt.	5900
Hahn M	5	4250	152†	36x5	36x12	Con L4	4½x5½	Pha.	Str.	G.	Bos.	Del.	B-L.	D.	.....	Spi.	Tim 6666	W.	....	A.	Tim.	Ros.	Opt.	9200
Hahn M2	5	4750	174†	36x5	40x12	Con B5	4¼x6	Pha.	Str.	G.	Bos.	Del.	B-L.	D.	.....	Spi.	Tim 6666	W.	....	A.	Tim.	Ros.	Opt.	8300
Harvey WFB	2½	2950	160	36x4	36x8	Bud EBU	4¼x5½	Mc.	Str.	G.	Eis.	Non.	Ful.	D.	B-L 51	Spi.	She W-21	W.	½	A.	She.	Ros.	Smi.	6800
Harvey WHR	3½	3950	160	36x6‡	36x12	Bud YBU	4½x6	Mc.	Str.	G.	Eis.	Non.	Ful.	D.	B-L 60	Spi.	She W-32	W.	½	A.	She.	Ros.	Smi.	8950
Harvey WFT	TT	3030	125	36x5	36x10	Bud EBU	4¼x5½	Mc.	Str.	G.	Eis.	Non.	Ful.	D.	B-L 51	Spi.	She W-21	W.	½	A.	She.	Ros.	Smi.	7030
Harvey WHT	TT	4050	125	36x6	36x12	Bud YBU	4½x6	Mc.	Str.	G.	Eis.	Non.	Ful.	D.	B-L 60	Spi.	She W-32	W.	½	A.	She.	Ros.	Smi.	8900
Hawkeye K	1½	1900	149	34x5*	38x7*	Bud WTU	3¾x5¼	Non.	Zen.	G.	Eis.	Bos‡	Ful.	D.	Ful GU10	Pie.	Cla 1D	I.	D.	A.	Shu.	Ros.	Day.	3750
Hawkeye	2½	2800	160	34x6*	36x8*	Bud EBU	4¼x5½	Dup.	Eis.	G.	Eis.	Non.	Ful.	D.	Ful GU7	.....	Cla	B.	....	....	Cla.	Ros.	.....	5000
Hawkeye N	3½	....	180	36x5	36x10d	Bud YTU	4½x6	Dup.	Zen.	....	Eis.	Bos‡	Ful.	P.	Ful	.....	Cla 3-D	I.	D.	A.	Shu.	Ros.	Cla.	....
Hug TA	1½	1350	118	34x5*	34x5*	Bud	3¾x5¼	Non.	Zen.	G.	Bos.	....	Ful.	D.	Ful	Blo.	Cla	S.	½	B.	Col.	Ros.	Std.	2900
Hug HA	2	1750	118	34x5*	38x7*	Bud WTU	3¾x5¼	Non.	Zen.	G.	Bos.	Bos.	Ful.	D.	Ful	Blo.	Own	R.	½	A.	Wis.	Ros.	Van.	2670
Hug H4	2½	2175	121	36x6	40x8	Bud WTU	3¾x5½	Non.	Zen.	G.	Bos.	Non.	Ful.	D.	Ful GU7	Blo.	Wis 61-6	R.	½	....	Wis.	Ros.	Smi.	4260
Independent (Iowa) J	1	1450	135	34x5*	34x5*	Bud WTU	3¾x5⅛	Non.	Zen.	V.	Bos.	Bos.	Ful.	D.	Ful	Blo.	Sal	B.	....	A.	Shu.	Lav.	St M.	3480
Independent GW	1½	2150	142	36x4	36x6	Con J-4	3¾x5	Non.	Zen.	V.	Bos.	Non.	Ful.	D.	Ful GU	Blo.	She W103	W.	½	....	Shu.	Lav.	St M.	3875
Independent F2	2½	2940	150	36x4	36x7	Con K-4	4¼x5¼	Non.	Zen.	V.	Bos.	Non.	Ful.	D.	Ful	Blo.	She W-21	W.	½	....	Shu.	Lav.	St M.	4950
Indiana 11	1	....	129†	34x5*	34x5*	Her OX	4 x5	Non.	Str.	G.	A-L.	A-L.	B&B.	P.	Mun T-23	Blo.	Cla 307	S.	½	A.	Sal.	Ros.	Bim.	3300
§Indiana 11A	1½	....	114	30x5*	34x7*	Her OX	4 x5	Non.	Str.	G.	Eis.	Non.	B&B.	P.	B-L 31	Blo.	She W-1501	W.	½	A.	Sal.	Ros.	Bim.	3600
Indiana 15	1½	....	145†	34x3½	34x6	Her OX	4 x5	Non.	Str.	G.	Eis.	A-L‡	B&B.	P.	B-L 35	Spi.	She W-1501	W.	½	A.	She.	Ros.	Bim.	4113
§Indiana 20	2	....	150†	36x4	36x7	Own 38	4¼x5½	Pie.	Str.	G.	Eis.	Rem‡	B&B.	P.	B-L 35	Spi.	She W-103	W.	½	A.	She.	Woh.	Bim.	5335
Indiana 25	2½	....	156	36x4	36x8	Own 38	4¼x5½	Pie.	Str.	G.	Eis.	Rem†	B&B.	P.	B-L 51	Sne.	She W-21	W.	½	A.	She.	Woh.	.....	6300
Indiana 26	2½	....	159†	36x4	36x8	Own 38	4¼x5½	Pie.	Str.	V.	Eis.	Rem†	B&B.	P.	B-L 55	Sne.	She W-21	W.	½	A.	She.	Woh.	.....	6300
Indiana 35	3½	....	172	36x5	36x10	Own 40	4¾x5½	Pie.	Str.	G.	Eis.	Rem†	B&B.	P.	B-L 55	Spi.	She W-32	W.	½	A.	She.	Woh.	Smi.	7060
Indiana 51	5	....	1700	36x6	40x12	Wau EU	5 x6¼	Wau.	Str.	V.	Eis.	Rem†	B&B.	P.	B-L 60	Spi.	She W-52	W.	½	A.	She.	Woh.	Smi.	9160
Indiana 52	5	....	182	36x6	40x12	Wau EU	5 x6¼	Wau.	Str.	V.	Eis.	Rem†	B&B.	P.	B-L 60	Spi.	She W-52	W.	½	A.	She.	Woh.	Smi.	9310
International "S"	1	....	124	32x4½*	32x4½*	Lyc-Spec	3½x5	Non.	Ens.	G.	Con.	A-L.	Mun.	D.	Mun	Sne.	Eat	I.	D.	A.	Tor.	Cas.	Opt.	2750
International 33	1½	....	128	36x4	36x6	Own 33	3¾x5	Own.	Own.	G.	RBo.	Non.	Own.	D.	Own 33	Own.	Own 33	I.	D.	A.	Own.	Own.	Own.	4070
International 43	2	....	130	36x4‡	36x7‡	Own 43	3¾x5	Own.	Own.	G.	RBo.	Own.	Own.	D.	Own 43	Own.	Own 43	I.	D.	B.	Own.	Own.	Own.	4790
International 63	3	....	140	36x5‡	36x8‡	Own 63	4¼x5	Own.	Own.	G.	RBo.	Rem‡	Own.	D.	Own 63	Own.	Own 63	I.	D.	B.	Own.	Own.	Own.	5660
International 103	5	....	160	36x5	40x14	Own	4¼x5	Own.	Own.	G.	RBo.	Rem‡	Own.	D.	Own 103	Own.	Own 103	I.	D.	B.	Own.	Own.	Own.	7580
Kankakee H	2½	.....	.....	36x5	36x8	Con K-4	4¼x5¼	Non.	Zen.	G.	Bos.	Bos.	Ful.	D.	Ful GU	U-M.	Wis 900C	W.	½	....	Shu.	Ros.	Bim.	....

American Gasoline Truck Chassis Specifications—Continued

MAKE AND MODEL	GENERAL			TIRES		ENGINE					ELECTRICAL SYSTEM		TRANSMISSION				REAR AXLE			MISCELLANEOUS				
									Fuel System				Clutch		Gearset									
	Tons Capacity	Chassis Price $	Standard Wheelbase (In.)	Front, Size and Type (In.)	Rear, Size and Type (In.)	Make and Model	Bore and Stroke (In.)	Governor Make	Carburetor Make	Fuel Feed	Ignition System Make	Generator and Starter Make	Make	Type	Make and Model	Universals Make	Make and Model	Final Drive	Type	Brakes	Front Axle Make	Steering Gear Make	Wheels Make	Chassis Weight (Lbs.)
Kearns H	1	1150	118	32x4½*	32x4½*	H-S 7000	3½x5	Non	Zen	V	Bos	Dyn	B&B		Ful	M-E	Col 5200B	B	F	A	She	Lav	Sch	2000
Kearns O	1½	....	136	32x6*	32x6*	Her OX	4-4 x5	Non	Zen	G	A-L	A-L	Ful	D	Ful SV	Cle	She W1501	W	½	A	She	Ros	Ind	3900
Kearns N1	2	2200	136	34x4	34x7	Her O	4 x5	Non	Zen	G	Bos	A-L	Ful	D	Ful LTU	M-E	She W103	W	½	A	She	Ros	Way	3400
Kearns N1	2	....	136	34x4‡	36x8‡	Her OX	4-4 x5	Dup	Zen	G	RBo	A-L	Ful	D	Ful SV	Cle	She W-103	W	½	A	She	Ros	E&O	4900
Kearns CL	2½	....	136	36x4‡	36x8‡	Her L	4-4½x5½	Dup	Zen	G	RBo	A-L	Ful	D	Ful GV	Cle	She W-21	W	½	A	She	Ros	E&O	5700
Kearns T	3½	4000	.....	36x5	36x10	Wis VAU	4½x6	Dup	Zen	G	RBo	Opt	Ful	D	Ful H-1	Pet	She W-32	W	½	A	She	Ros	Van	6800
Kearns T	3½	....	160	36x5‡	36x10‡	Wis VAU	4-4½x6	Dup	Str	G	RBo	A-L	Ful	D	Ful H	Cle	She W-32	W	½	A	She	Ros	E&O	7850
Kearns TF	5	....	160	36x6‡	40x12‡	Wis VAU	4-4½x6	Dup	Str	G	RBo	A-L	Ful	D	Ful H-1	Uni	She W-51	W	½	A	She	Ros	E&O	8850
Kearns TF	5	4700	.....	36x6	40x12	Wis VAU	4½x6	Dup	Zen	G	RBo	Non	Ful	D	Ful H-1	Pet	She W-51	W	½	A	She	Ros	Van	8200
Kelly-Springfield K70	1½	2900	150	36x4	36x7	Con K-4	4½x5¼	Pie	Zen	G	Eis	Del	B&B	D	B-L 51	Spi	Own	W	½	A	Own	Ros	StM	5887
Kelly-Springfield K75	2½	3600	154	36x5‡	36x10‡	Con L-5	4½x5½	Pie	Zen	G	Eis	Del‡	B&B	P	B-L 55	Pet	Cla 2H	I	D	A	Own	Ros	Cla	6300
Kelly-Springfield K76	2½	3600	154	36x5‡	36x10‡	Con L5	4½x5½	Pie	Zen	G	Eis	Del‡	B&B	P	B-L 55	Pet	Own	W	½	A	Own	Ros	StM	6400
Kelly-Springfield K41	3½	4400	156	36x5	36x12	Own K-41	4½x6½	Pie	Zen	G	Eis	Opt	B&B	P	B-L 60	Pet	Cla 3-H	I	D	H	Own	Gem	Cla	7900
Kelly-Springfield K61	7	5000	156	36x6	36x7d	Own K61	4½x6½	Pie	Zen	G	Eis	Opt	B&B	P	B-L 60	Pet	Cla 5H	I	D	H	Own	Gem	Cla	9025
Kenworth M	2	3100	153	36x4	36x7	Bud KBU	4 x5¼	Non	Str	V	Bos	Bos†	B-L	P	B-L 35	Spi	She W-103	W	½	A	She	Ros	Smi	4620
Kenworth K-S	3	3750	160	36x4‡	36x8‡	Bud EBU	4¼x5½	Non	Str	V	Bos	Bos†	B&B	P	ot RU	Spi	She W-21	W	½	A	She	Ros	Smi	6300
Kimball AB	2	3435	Opt	36x4‡	36x8‡	Wis TAU	4 x6	Non	Zen	V	Spl	Spl†	B-L	D	B-L 35	Pet	Tim 6460	W	½	A	Tim	Ros	Smi	5250
Kimball AC	2½	3960	Opt	36x5‡	36x10	Wis UAU	4¼x6	Non	Zen	V	Spl	Spl	B-L	D	B-L 50	Pet	Tim 6560	W	F	A	Tim	Ros	Smi	6000
Kimball AM	4	4835	Opt	36x6	40x7d	Wis VAU	4½x6	Non	Zen	V	Spl	Spl‡	B-L	D	B-L 60	Pet	Tim 6666	W	F	A	Tim	Ros	Smi	8100
Kimball AE	4	4960	Opt	36x6	40x7d	Wis RAU	4¾x6	Non	Zen	V	Spl	Spl‡	B-L	D	B-L 60	Pet	Tim 6666	W	F	A	Tim	Ros	Smi	8100
Kimball AF	5	5160	Opt	36x6	40x7d	Wis RBU	5 x6	Non	Zen	V	Spl	Wes	B-L	D	B-L 60	Pet	Tim 6760	W	F	A	Tim	Ros	Smi	8800
King Zeitler 1	1	2050	134†	34x4‡	34x5‡	Con J4	3¾x5	Pha	Str	G	Eis	Bos‡	B-L	D	B-L 31	Pic	Tim 6258	W	½	A	Tim	Gem	Bim	3750
King Zeitler J	1½	2375	140†	34x4‡	34x6‡	Con J-4	3¾x5	Pha	Str	G	Eis	Bos‡	B-L	D	B-L 31	Pic	Tim 6462	W	½	A	Tim	Gem	Bim	4300
King Zeitler K	2½	2875	156†	36x5‡	36x8‡	Con K4	4½x5¼	Pha	Str	G	Eis	Bos‡	B-L	D	B-L 51	Pic	Tim 6566	W	F	A	Tim	Gem	Bim	5400
King Zeitler L	3½	2635	156†	36x6‡	40x10‡	Con L-4	4½x5½	Pha	Str	G	Eis	Bos‡	B-L	D	B-L 55	Pic	Tim 6666	W	F	A	Tim	Lav	Bim	7200
King Zeitler	5	4525	168†	36x7	40x14	Con B5	4¾x6	Pha	Str	G	Eis	Bos‡	B-L	D	B-L 60	Pic	Tim 6760	W	F	A	Tim	Lav	Bim	8600
Kissel 1	1	1585	140	34x5*	34x5*	Own	3½x5½	Own	Str	V	Rem	Rem	W-G	D	W-G T38L	Spi	Tim 6258	W		A	Tim	Jac	Std	3780
Kissel J	1½	1975	152	36x3½‡	36x6‡	Own 40000	3½x5½	Pie	Str	V	Eis	Rem‡	W-G	D	W-G T38L	Spi	Tim 6462	W	½	A	Tim	Jac	Pru	4100
Kissel K	2½	2875	168	36x4	36x8‡	Own 50000	4¼x5½	Pie	Str	V	Eis	Rem‡	W-G	D	W-G T53	Spi		W	F			Jac	Pru	5100
Kissel Heavy Duty	4	3675	168	36x5‡	36x12‡	Own 14000	4¼x5½	Pie	Str	V	Eis	Rem‡	W-G	D	W-G T-53.1	Spi	She W-31	W	½	A	She	Ros	Smi	7200
Kleiber J	1½	2600	147	36x4‡	36x7‡	Con K4	4½x5¼	Non	Str	V	RBo	Non	B-L	D	B-L 50	Spi	Tim 6460	W	½	A	Tim	Ros	Smi	4300
Kleiber K	2½	3850	163	36x5‡	36x10‡	Con L4	4½x5½	Non	Str	V	RBo	Bos‡	B-L	D	B-L 51	Spi	Tim 6560	W	F	A	Tim	Ros	Smi	6500
Kleiber L	3½	4850	170	36x5‡	36x12‡	Con L-4	4½x5½	Non	Str	V	RBo	Bos‡	B-L	D	B-L 60	Spi	Tim 6666	W	F	A	Tim	Ros	Smi	7600
Kleiber	5	5300	185	36x6‡	40x14‡	Con B-5	4¾x6	Non	Str	V	RBo	Non	B-L	D	B-L 60	Spi	Tim 6760	W	F	A	Tim	Ros	Smi	10400
Krebs J24	1¼	....	140	34x5*	34x5*	Con J4	3¾x5	Own	Zen	V	Bos	Bos‡	B-L	D	B-L 30	Spi	Tim 6250	W	½	A	Tim	Ros	Van	3230
Krebs K45	2½	....	140	36x4‡	36x7‡	Con K4	4½x5¼	Own	Zen	D	Bos	Bos	B-L	D	B-L 35	Spi	Tim 6460	W	½	A	Tim	Ros	Smi	4730
Krebs L110	3½	....	170	36x5	40x10	Con L-4	4½x5½	Own	Zen	V	Bos	Bos‡	B-L	D	B-L 55	Spi	Tim 6666	W	F	A	Tim	Ros	Smi	6800
Krebs B120	5	....	180	36x6	40x12	Con B-5	4¾x6	Own	Zen	V	Bos	Bos†	B-L	D	B-L 60	Spi	Tim 6666	W	F	A	Tim	Ros	Smi	7460
Lange 1½	1½	2950	145†	34x4‡	34x6‡	Con J4	3¾x5	Non	Str	V	Apo	Wes	B-L	D	B-L 35	Pet	Tim 6462A	W	½	A	Tim	Ros	Hoo	4600
Lange E	2½	3650	153†	36x4‡	36x8‡	Con K-4	4½x5¼	Non	Str	V	Apo	Non	B-L	D	B-L 51	Pet	Tim 6566	W	F	A	Tim	Ros	Hoo	5650
Lange F	3½	4650	168†	36x5	36x12	Con L-4	4½x5½	Dup	Str	V	Apo	Non	B-L	D	B-L 55	Pet	Tim 6666	W	F	A	Tim	Ros	Hoo	7400
Larabee-Deyo X2	1¼	1810	138	34x5*	34x5*	Con 8R-6	3¾x4½	Opt	Zen	G	Bos	Bos	B-L	D	B-L 31	Sne	Sal 1480E	B	¾	A	Sal	Gem	Ind	3350
Larabee-Deyo XH	1½	3200	168	34x7	34x7	Con 6B-6	3¾x5	Opt	Zen	G	Bos	Bos	B-L	D	B-L 31	Spi	She W 1501	W	½	A	She	Ros	Smi	4450
§Larabee-Deyo XJ	1½	2950	168	36x6	36x6‡	Con 8R-6	3¾x4½	Opt	Zen	G	Bos	Bos	B-L	D	B-L 31	Spi	She W 1501	W	½	A	She	Ros	Smi	4200
§Larabee-Deyo K5	2½	3550	176	36x4‡	36x8‡	Con L-4	4½x5½	Pha	Zen	G	Bos	Non	B-L	D	B-L 51	Spi	She W-22	W	½	A	She	Ros	Smi	5700
Larabee-Deyo L4	3½	4100	186	36x5‡	36x10‡	Con L-4	4½x5½	Pha	Zen	G	Bos	Bos‡	B-L	D	B-L 55	Spi	She W-32	W	½	A	She	Ros	Smi	7600
Leudinghaus 1	1	....	130	34x4½*	34x4½*	Wau X	3½x4½	Non	Zen	G	Spl	Dyn	B&B	P	D-G D-Y		Wis800G	W	½	A	Col	Lav		2850
Leudinghaus J	1½	....	144†	34x3½‡	34x5‡	Wau Y	4 x5¼	Non	Zen	G	Spl	Dyn	B&B	P	Det	Spi	Wis800H	W	½	A	Shu	Lav		4500
Leudinghaus K	2½	....	145†	36x4‡	36x8‡	Wau RU4R	4¼x4¾	Non	Zen		Spl	Non	B&B	P	D-G		Tim	W	F	A	Shu	Lav		4900
Leudinghaus L	3½	....	160†	36x6‡	36x6d	Wau DU	4½x6¼		Zen	G	Spl	Dyn‡	B-L	P	B-L 55	Spi	Wis 900-E	W	F	A	Shu	Ros	Bim	7760
Leudinghaus	5	....	160†	36x6‡	40x6‡	Wau EU	5 x6¼	Non	Zen	G	Spl	Opt‡	B-L	D	B-L 60	Spi	Tim	W	F	A		Ros		9500
Maccar EX	1¼	....	132	34x5*	34x5*	Wis SU	4 x5	Non	Zen	V	Bos	Bos	B-L	D	B-L 31	Spi	Sal 1526E	B	¾	A	Sal	Ros	Van	3400
Maccar V1	2	....	163	36x4	36x7‡	Wis TAU	4 x6	Pie	Zen	V	Eis	Bos	B-L	D	B-L 35	Spi	Tim 6462	W	½	A	Tim	Ros	Day	4900
Maccar V3	2	....	163†	36x4‡	36x7‡	Wis UAU	4¼x6	Pie	Zen	V	Eis	Bos‡	B-L	D	B-L 35	Spi	Tim 6462	W	½	A	Tim	Ros	Day	5300
§Maccar H1	3	....	163	36x4‡	36x5d	Wis UAU	4¼x6	Pie	Zen	V	Eis	Bos‡	B-L	D	B-L 51	Spi	Tim 6566	W	F	A	Tim	Ros	Day	6300
Maccar H3	3	....	163†	36x4‡	36x5d	Wis VAU	4½x6	Pie	Zen	V	Eis	Bos‡	B-L	D	B-L 51	Spi	Tim 6566	W	F	A	Tim	Ros	Day	6300
Maccar M2	4	....	176	36x6	36x5d	Wis VAU	4½x6	Pie	S-Z	V	Eis	Bos‡	B-L	D	B-L 55	Spi	Tim 6666	W	F	A	Tim	Ros	Day	7300
Maccar G1	5	....	186	36x6‡	40x6‡	Wis RBU	5 x6	Pie	S-Z	V	Eis	Bos‡	B-L	D	B-L 60	Spi	Tim 6760	W	F	A	Tim	Ros	Day	8975
§Mack AB	1½	3000	146½	36x4‡	36x3½‡	Own AB	4 x5	Own	Zen	G	Spl	Non	Own	D	Own AB	Spi	Own AB		D	B	Own	Own		5200
Mack AB	1½	3450	146½	36x4‡	36x3½‡	Own AB	4 x5	Own	Zen	G	Spl	Non	Own	D	Own AB	Spi	Own AB	R	F	B	Own	Own		5600
§Mack AB	2	3300	146½	36x4‡	36x4‡	Own AB	4¼x5	Own	Str	G	Spl	Non	Own	D	Own AB	Spi	Own AB		D	B	Own	Own		5350
§Mack AB	2	3750	146½	36x4‡	36x4‡	Own AB	4¼x5	Own	Str	G	Spl	Non	Own	D	Own AB	Spi	Own AB	R	F	B	Own	Own		5800
§Mack AB	2½	3400	146†	36x4‡	36x4d	Own AB	4¼x5	Own	Str	G	Spl	Non	Own	D	Own AB	Spi	Own AB		D	B	Own	Own		5400
§Mack AB	2½	3850	146½†	36x4‡	36x4d	Own AB	4¼x5	Own	Str	G	Spl	Non	Own	D	Own AB	Spi	Own AB	R	F	B	Own	Own		5950
Mack AC	3½	4950	156†	36x5	40x5d	Own AC	5 x6	Own	Str	G	Spl	Non	Own	P	Own AC	Spi	Own AC		D	H	Own	Own		9150
Mack AC	5	5500	156†	36x6	40x6d	Own AC	5 x6	Own	Str	G	Spl	L-N‡	Own	P	Own AC	Spi	Own AC		D	H	Own	Own		9500
Mack AC	6½	5750	156†	36x6	40x12	Own AC	5 x6	Own	Zen	G	Spl	L-N‡	Own	P	Own AC	Spi	Own AC		D	H	Own	Own		9850
Mack AC	7½	6000	156†	36x7	40x7d	Own AC	5 x6	Own	Str	G	Spl	Non	Own	P	Own AC	Spi	Own AC		D	H	Own	Own		10100
Mack AB	5TT	3400	122½	36x4	36x4d	Own AB	4¼x5	Own	Str	G	Spl	Non	Own	D	Own AB	Spi	Own AB		D	B	Own	Own		5200
Mack AC	7TT	4950	128	36x5	40x5d	Own AC	5 x6	Own	Str	G	Spl	Non	Own	P	Own AC	Spi	Own AC		D	H	Own	Own		9200
Mack AC	10TT	5500	128	36x6	40x6d	Own AC	5 x6	Own	Str	G	Spl	Non	Own	P	Own AC	Spi	Own AC		D	H	Own	Own		9570
Mack AC	13TT	5750	128	36x6	40x12	Own AC	5 x6	Own	Str	G	Spl	Non	Own	P	Own AC	Spi	Own AC		D	H	Own	Own		9950
Mack AC	15TT	6000	128	36x7	40x7d	Own AC	5 x6	Own	Str	G	Spl	Non	Own	P	Own AC	Spi	Own AC		D	H	Own	Own		9300
§Mason Road King	1½	1495	130	34x5*	34x5*	Her O	4 x5	Non	Zen	G	A-L	A-L	B&B	D	W-G Spec	Spi	Fli Spec	B	F		Fli	Lav	Hay	3320
Master 11	1¼	....	132	33x5*	33x5*	Bud WTU	3¾x5½	Non	Zen	G	Wes	Wes	Ful	D	Ful LTUS	Spi	Tim 5511	B	½	A	Tim	Ros	StM	3200
Master 21	1½	2290	142	34x4	34x6	Bud G U	4 x5¼	Pie	Zen	V	Eis	Non	Ful	B	Ful LTUS	Spi	Tim 6460	W	½	A	She	Ros	Pru	4300
Master 41	2½	....	154	34x4	36x8	Bud EBU	4¼x5½	Pie	Zen	V	Eis	Non	Ful	D	Ful	Spi	Tim 6560	W	F	A	Tim	Ros	Pru	5700
Master 51	3½	....	158	36x5	40x12	Bud YBU	4½x6	Pie	Zen	V	Eis	Non	Ful	D	Ful	Spi	Tim 6666	W	F	A	Tim	Ros	Smi	8100
Master 61	5	....	158	36x5	40x12	Bud YBU	4½x6	Pie	Zen	V	Eis	Non	Ful	D	Ful	Spi	Tim 6760	W	F	A	Tim	Ros	Smi	8200
Master 64	5½	....	170	36x6	40x14	Bud ATU	4¾x6½	Pie	Zen	V	Eis	Non	Ful	D	Ful	Spi	Tim 6760	W	F	A	Tim	Ros	Smi	9800
§Menominee 1	1	1650	132	34x5*	34x5*	Wis SU	4 x5	Non	Zen	G	Eis	Bos	B&B	P	Det KY400	Spi	Col 5200	S	½	A	Col	Lav	Std	2925
Menominee HT	1¼	2000	130	34x3½‡	36x5‡	Wis SU	4 x5	Mon	Zen	V	Eis	Bos	Det	D	Cot AAU	Spi	Wis	W	½	A	Shu	Ros	Std	3525
Menominee H	1½	2475	144	36x3½‡	36x5‡	Wis SU	4 x5	Mon	Zen	V	Eis	Bos	Det	D	Cot AAU	Spi	Wis 808	W	½	A	Shu	Ros	Std	4220
Menominee D	2½	2875	144	36x4‡	36x8‡	Wis TAU	4 x6	Mon	Str	G	Eis	Bos‡	Det	D	Cot AU	Spi	Wis 8001	W	½	A	Shu	Ros	Std	4870
Menominee G	3½	3800	160	36x5‡	36x10‡	Wis VAU	4½x6	Mon	Str	G	Eis	Bos‡	Det	D	Cot R	Spi	Tim	W	F	A	Con	Ros	Smi	6750
Menominee J3	5	4850	160	36x6	40x12	Wis RAU	4¾x6	Mon	Str	G	Eis	Bos‡	Det	D	Cot S	Spi	Tim	W	F	A	Con	Ros	Smi	8250
Moreland R-R	1	1875	130	34x5*	34x5*	Her OBX	4 x5	Non	Zen	G	A-L	A-L	B-L	D	B-L 30	Pet	Tim 5512	B	½	A	Tim	Ros		3335
Moreland BX	1½	2275	132	36x4‡	36x6‡	Her OBX	4 x5	Non	Zen	G	A-L	A-L	B-L	D	B-L 30	Pet	Tim 6461	W	½	A	Tim	Ros	Sri	4125
Moreland EX	2	2950	150	36x4‡	36x7‡	Con K-4	4½x5¼	Non		V	Spl	A-L‡	Own	D	Own 19C	Pet	Tim 6461	W	½	A	Tim	Ros	Sri	4940
Moreland EC	2	3780	178	34x5*	34x5*	Con K-4	4½x5¼	Non		V	Spl	Opt	B-L	D	B-L 51	Pet	Tim 6414	W	½		Tim	Ros	Bud	4590
Moreland AX	3	3900	174	36x5‡	36x10‡	Con L-4	4½x5½	Non		V	Spl	A-L‡	Own	D	Own 23C670	Pet	Tim 6566	W	F	A	Tim	Ros	Smi	6535
Moreland AC	3	4700	187	36x6*	36x6d	Con L-4	4½x5½	Non		V	Spl	Opt	B-L	D	B-L 51	Pet	Tim 6516	W	F	A	Tim	Ros	Bud	5660
§Nash 2018	1	1595	130	34x4‡	34x5‡	Own 4	3¾x5¼	Dup	Str	G	Eis	A L	B&B	P	D G C	Own	Cla 1-D	I	D	F	Own	Lav	A W	3400
§Nash 3018	2	2150	144	34x4‡	34x7‡	Own 4	3¾x5¼	Dup	Str	G	Eis	A L	B&B	P	D G C	Own	Cla 2D	I	D	B	Own	Lav	A W	3850
Nash 4017	2	2750	124	36x6	36x6‡	Bud HU	4¼x5½	Dup	Str	G	Eis	Non	B&B	P	Own 4017	Own	Own 4017	I	D	B	Own	Lav		6250

American Gasoline Truck Chassis Specifications—Continued

MAKE AND MODEL	GENERAL			TIRES		ENGINE					ELECTRICAL SYSTEM		TRANSMISSION				REAR AXLE				MISCELLANEOUS			
									Fuel System				Clutch		Gearset									
	Tons Capacity	Chassis Price $	Standard Wheelbase (In.)	Front, Size and Type (In.)	Rear, Size and Type (In.)	Make and Model	Bore and Stroke (In.)	Governor Make	Carburetor Make	Feed	Ignition System Make	Generator and Starter Make	Make	Type	Make and Model	Universals Make	Make and Model	Final Drive	Type	Brakes	Front Axle Make	Steering Gear Make	Wheels Make	Chassis Weight (Lbs.)
National.....M	2	....	137†	34x5*	36x6*	Wau Y....	4 x5¼	.....	Zen..	G..	Bos..	Bos...	B L...	D..	B L 35....	Spi...	Tim 6460..	W..	½..	A..	Tim...	Ros...	Van...	4000
National.....I	3	....	152	36x5‡	36x10‡	Wau CU..	4¾x5¾	Wau.	Zen..	G..	Bos..	Non...	H S...	O..	B L 51....	Spi...	Tim 6566..	W..	F..	A..	Tim...	Ros...	Smi...	4650
National.....NI	3½	....	164	36x6‡	36x6d	Wau DU..	4½x6¼	Wau.	Zen..	G..	Eis...	Non...	H S...	O..	B L 55....	Spi...	Tim 6666..	W..	F..	A..	Tim...	Ros...	Smi...	2700
Nelson & LeMoon..GP1	1	....	151	34x5*	34x5*	Con S4....	4¼x4½	Non..	Str...	G..	B L..	Bos...	B L...	D..	Ful LTU5.	Spi...	Cla B307..	W..	½..	A..	Tim...	Ros...	StM..	3400
Nelson & LeMoon..GP1	1½	....	Opt..	36x4	36x6	Con S4....	4¼x4½	Pha..	Str...	G..	Bos..	Bos‡.	B L...	D..	B L 35....	Spi...	Tim 6258..	W..	½..	A..	Tim...	Ros...	StM..	3300
Nelson & LeMoon..GP2	2	....	.....	36x4	36x7	Con S4....	4¼x4½	Non..	Str...	G..	Bos..	Bos...	Ful...	D..	Ful LTU5.	Own..	Tim 6460..	W..	½..	A..	Tim...	Ros...	StM..	4100
Nelson & LeMoon.....	2½	....	Opt..	36x4	36x7	Con K 4...	4½x5¼	Pha..	Str...	G..	Bos..	Bos‡.	B L...	D..	B L 50....	Own..	Tim 6566..	B..	F..	A..	Tim...	Ros...	StM..	6000
Nelson & LeMoon....C	3½	....	Opt..	36x5	36x5d	Con L4....	4½x5	Pha..	Str...	G..	Bos..	Bos‡.	B L...	D..	B L 50....	Own..	Tim 6666..	W..	F..	A..	Tim...	Ros...	StM..	8000
Nelson & LeMoon....C	5	....	Opt..	36x6	40x6d	Con B 2...	4¾x6	Con..	Str...	G..	Bos..	Bos‡.	B L...	D..	B L 60....	Own..	Tim 6766..	W..	F..	A..	Tim...	Ros...	Arc...	5200
Netco.....DK	2	3300	156	36x4‡	36x8‡	Con K 4...	4½x5¼	Pha..	Zen..	V..	Bos..	Wes‡.	B L...	D..	B L 55 Max	M E.	Tim 6560..	W..	F..	A..	Tim...	Gem..	Arc...	5750
Netco.....DH	2½	3500	168	36x5‡	36x10‡	Con L 4...	4½x5½	Pha..	Zen..	V..	Bos..	Non...	B L...	D..	B L 55....	M E.	Tim 6560..	W..	F..	A..	Tim...	Gem..	Smi...	5825
Netco.....DHX	3	3700	170	36x5‡	36x10‡	Con L 4...	4½x5½	Pha..	Zen..	V..	Vos..	Wes‡.	B L...	D..	B L 55 Max	M E.	Tim 6560..	W..	F..	A..	Tim...	Gem..	Arc...	5750
Netco.....	4	4500	170	36x6‡	36x12‡	Hin 200...	4½x5½	Non..	Zen..	G..	Bos..	Non...	B L...	D..	B L 55 Max	Pet...	Wis.....	I..	½..	A..	Snu...	Gem..	Opt...	....
Noble.....A76	1	1875	130	34x5*	34x5*	Bud WTU.	3¾x5⅛	Non..	Zen..	V..	Spl..	Bos...	Ful...	D..	Ful LTU..	Blo...	Cla B 360..	B..	½..	B..	Sne...	Ros...	Bim...	3400
‖Noble.....A21	1½	2200	144	34x5*	36x6*	Bud WTU.	3¾x5⅛	Non..	Zen..	V..	Eis...	Bos...	Ful...	D..	Ful LTU5.	Blo...	She 1501..	W..	½..	B..	Sne...	Ros...	Bim...	3800
Noble.....B31	2	2900	162	36x4‡	36x7‡	Bud GTU..	4 x5¼	Pie..	Str...	V..	Eis...	Bos...	Ful...	D..	Ful GU7..	M E.	Sne 103..	W..	½..	A..	She...	Lav...	Bim...	4850
Noble.....D51	2½	3350	162	36x4‡	36x10	Bud ETU..	4¼x5½	Pie..	Str...	V..	Eis...	Bos‡.	Ful...	D..	Ful G 7...	Blo...	She W21..	W..	½..	A..	She...	Lav...	Bim...	5800
Noble.....D52	3	3500	162	34x4	36x10	Bud ETU..	4¼x5½	McC.	Zen..	V..	Eis...	Wes...	Ful...	D..	Ful.....	Blo...	She W30..	W..	½..	A..	She...	Lav...	Bim...	7250
Noble.....E71	3½	3995	164	36x5‡	36x12‡	Bud YTU..	4½x6	Pie..	Str...	V..	Eis...	Wes‡.	Ful...	D..	W G 253..	Blo...	She W30..	W..	½..	A..	She...	Lav...	Bim...	7300
Noble.....E72	4	4150	164	36x5	36x12	Bud YTU..	4½x6	Pie..	Str...	V..	Eis...	Wes...	Ful...	D..	War.....	Blo...	She W30..	W..	½..	A..	She...	Lav...	Bim...	7300
Noble.....Sp.	1¼	1290	.....	.....	.....	Rut.....	3½x5	Non..	Zen..	...	Bos..	Bos...	B&B..	...	Dur.....	...	.....	B..	...	...	...	Ros...	...	2800
Northway.....C2	2	3300	Opt..	36x4‡	36x4‡	Own B2...	4 x6	Pie..	Str...	V..	Wag..	Wes...	B L...	D..	B L 50....	Spi...	She W21..	W..	½..	A..	She...	Ros...	Cla...	6000
Northway.....C3½	3½	4200	.....	36x5	40x5d	Own B3...	4 x6	Pie..	Str...	V..	Wag..	Wes...	B L...	D..	B L 50....	Spi...	.....	R..	½..	A..	.....	Ros...	.....	....
O.K.....O	1	1575	131	33x5*	33x5*	Bud WTU.	3¾x5⅛	Non..	Zen..	V..	Eis...	Dyn...	Ful...	D..	Ful LTU..	Har...	Tim 6250..	W..	½..	A..	Tim...	Ros...	Mot...	3250
O.K.....I	1½	1750	149	36x3½	36x5	Bud CTU..	3¾x5¼	Non..	Zen..	V..	Eis...	Non...	Ful...	D..	Ful LTU3.	Har...	Wis 800H..	W..	½..	...	Shu...	Ros...	Bim...	4100
O.K.....K	2	2250	149	36x3½	36x5	Bud ITU..	4 x5½	Non..	Zen..	V..	Eis...	Non...	Ful...	D..	Ful TU3...	Har...	Wis 800H..	W..	½..	...	Shu...	Ros...	Bim...	4310
O.K.....A	2½	3250	150	36x4	36x8	Bud ETU..	4¼x5½	Pie..	Zen..	V..	Eis...	.....	Ful...	D..	Ful GU7..	Har...	Tim 6566..	W..	F..	A..	She...	Ros...	Bim...	6550
O.K.....Y	3½	3975	164	36x5	36x10	Bud YTU..	4½x6	Pie..	Zen..	V..	Eis...	Non...	Ful...	D..	Ful H....	Har...	Tim 6666..	W..	F..	A..	She...	Ros...	Bim...	3100
Ogden.....A2	1	....	125	34x5*	34x5*	Con N....	3¾x5	Non..	Zen..	V..	Spl..	Bos‡.	B L...	D..	B L 30....	Pic...	Tim 6258..	W..	½..	A..	Tim...	Ros...	Bim...	2400
Ogden.....D2	1½	....	136	36x3½	36x5	Con J 4...	3¾x5	Pha..	Zen..	V..	Spl..	Bos...	B L...	D..	B L.....	Pic...	Tim 6462..	W..	½..	A..	Tim...	Ros...	Bim...	2400
Ogden.....E2	2½	....	160	36x4	36x8	Con K 4...	4⅛x5¼	Pha..	Zen..	G..	Spl..	Bos...	B L...	D..	B L 51....	Fic...	Tim.....	W..	F..	A..	Tim...	Ros...	Smi...	5600
Ogden.....F	3½	....	178	36x5	40x12	Con L4....	4½x5½	Pha..	Zen..	V..	Spl..	Non...	B-L...	D..	B-L 55....	Spi...	Tim 6666..	W..	F..	A..	Tim...	Ros...	Smi...	7300
Ogden.....G	5	....	175	36x6	40x12	Con B 5...	4¾x6	Con..	Zen..	G..	Spl..	Ves...	B L...	D..	B L 35....	M E.	Tim 6766..	I..	..	A..	Tim...	Ros...	Smi...	8600
Old Reliable.....B	2½	3500	Opt..	34x4	36x4d	Wis EAU..	4¼x6	Pha..	Str...	V..	Bos..	Bos‡.	Ful...	D..	Ful G....	Pet...	Shu W 21..	W..	½..	A..	She...	Ros...	Sch...	6000
Old Reliable.....C	3½	4250	Opt	36x5	36x12‡	Wis VAU..	4½x6	Pha..	Str...	V..	Bos..	Bos‡.	Ful...	D..	Ful H....	Pet...	She W 32..	W..	½..	A..	She...	Ros...	Sch...	8000
Old Reliable.....D	5	4500	165	36x6	40x6d	Wis RAU..	4¾x6	Pha..	Str...	V..	Apo..	Bos...	Own...	D..	B L 60....	Pet...	She W 51..	W..	½..	B..	She...	Ros...	Sch...	8000
Old Reliable.....L	6	6000	Opt..	36x6	40x7d	Wau P....	4¾x6¾	Wau.	Str...	G..	Bos..	Non...	Own...	O..	Own L....	Pet...	Own L.....	C..	D..	B..	Con...	Ros...	Sch...	10250
Oneida.....B9	2	2825	144	36x3½*	36x6‡	Hin 400...	4 x5½	Hin..	Str...	V..	Apo..	Bos‡.	Ful...	D..	Ful LT....	Pet...	Wis 800 J..	W..	½..	A..	Shu...	Ros...	Pru...	5100
Oneida.....C9	2½	3200	160	36x4‡	36x7‡	Hin 400...	4 x5¼	Han..	Str...	V..	Apo..	Bos ...	Ful...	D..	Ful LT....	Pet...	Wis 900C..	W..	½..	A..	Shu...	Ros...	Pru...	5700
Oneida.....D	3½	4050	170	36x5‡	36x10‡	Hin 200...	4½x5½	Hin..	Str...	V..	Apo..	Bos ...	Ful...	D..	Ful GC....	Pet...	Tim 6660..	W..	F..	A..	Con...	Ros...	Smi...	7700
Oneida.....E9	5	4725	180†	36x6	40x12	Hin 1600..	4½x5½	Hin..	Str...	V..	Apo..	Bos...	Ful...	D..	Ful GC....	Pet...	Tim 6660..	W..	F..	A..	Con...	Ros...	Smi...	9400
Oshkosh.....AW	2	3080	130	36x6*	36x6*	Wis SU....	4 x5	Dup.	Str...	V..	A L..	A L...	B L...	D..	B L 35....	Pet...	Own AA..	B..	F..	A..	Own...	Ros...	Roy...	4250
Oshkosh.....AAW	2	3180	165	36x6	36x6*	Wis SU....	4 x5	Dup.	Str...	V..	A L..	A L...	B L...	D..	B L 35....	Pet...	Own AA..	B..	F..	A..	Own...	Ros...	Roy...	....
Oshkosh.....BO	2½	3875	146	40x8	40x8	Her O....	4 x5⅛	Dup.	Str...	V..	A L..	A L...	B L...	D..	B L 50....	Pet...	Own BO..	B..	F..	B..	Own...	Ros...	Roy...	5400
Oshkosh.....BBO	2½	3975	165	40x8	40x8	Her O....	4 x5⅛	Dup.	Str...	V..	A-L..	A-L...	B-L...	D..	B-L 50....	Pet...	Own BBO.	B..	F..	B..	Own...	Ros...	Roy...	5800
Oshkosh.....F	4	5400	146	36x8‡	36x12	Wau.....	5 x6¼	Wau.	Zen..	G..	Spl..	Non...	Ful...	D..	Ful.....	Blo...	Own.....	B..	F..	A..	Own...	Lav...	Cla...	8350
Overland.....91	½	395	100	30x3½*	30x3½*	Own 91....	3½x4	Non..	Til..	G..	A L..	A L...	B&B..	P..	Own 91....	Own..	Own 91....	B..	½..	A..	Own...	Own...	Hay...	1550
Patriot.....7R	1	1475	128	35x5*	35x5*	Con N....	3¾x5	Non..	Str...	V..	Bos..	Bij...	B&B..	P..	Cov MA...	Tne...	Tim 6258..	W..	½..	A..	Fli...	Cas...	Bim...	2900
‖Patriot.....9I	2	....	146	36x4	36x7	Hin 400...	4x5¼ ..	Non..	Zen..	V..	Eis...	Bij...	Cov...	B..	Ful G7....	The...	Tim 6566..	W..	F..	A..	Shu...	Ros...	Bim...	4400
Patriot.....8W	3	....	156	36x5‡	36x8‡	Hin 200...	4½x5½	Non..	Str...	V..	Eis...	Non...	Cov...	D..	Cov RAK4	The...	Wis Spec..	W..	½..	A..	Shu...	Ros...	Bim...	5400
Penn.....	1	750	122	30x3½*	32x4½*	Own.....	3½x4	Non..	Til..	G..	A L..	A L...	B&B..	P..	Own.....	Own..	She.....	W..	½..	A..	Own...	Own...	Sch...	2175
Penn.....	2	2300	144	34x5	38x7	Bud WTU.	3¾x5⅛	Non..	Zen..	G..	Bos..	Bos...	Ful...	D..	Ful TU¾..	Spi...	She W1501	W..	½..	A..	Own...	Own...	....	2175
Pierce Arrow.....XA	2	3300	150	36x4‡	36x5d‡	Own XA..	4 x5½	Own.	Str...	P..	Del..	Del...	Own...	D..	Own XA..	Spi...	Own XA..	W..	½..	A..	Own...	Own...	Det...	6280
Pierce Arrow.....XB	3	3500	150	36x5‡	36x4d‡	Own XB..	4 x5½	Own.	Str...	P..	Del..	Del...	Own...	D..	Own XB..	Spi...	Own XB..	W..	½..	A..	Own...	Own...	Det...	6280
Pierce Arrow.....WC	4	4600	162	36x5‡	36x6d	Own WC..	4½x6¾	Own.	Str...	P..	Del..	Del...	Own...	D..	Own WC..	Spi...	Own WC..	W..	½..	B..	Own...	Own...	Det...	8490
Pierce Arrow.....RD	5	5000	162	36x6‡	36x7d	Own RD..	4½x6¾	Own.	Str...	P..	Del..	Del...	Own...	D..	Own RD..	Spi...	Own RD..	W..	F..	B..	Own...	Own...	Det...	9540
Pierce Arrow.....RF	6	5200	168	36x6‡	40x8d	Own RF..	4½x6¾	Own.	Str...	P..	Del..	Del...	Own...	D..	Own RF..	Spi...	Own RF..	W..	F..	B..	Own...	Own...	Det...	9540
Pierce Arrow.....XP	TT	3500	118	36x5	36x5d	Own XB..	4 x5½	Own.	Str...	P..	Del..	Del...	Own...	D..	Own XB..	Spi...	Own XB..	W..	F..	A..	Own...	Own...	Own...	6280
Pierce Arrow.....RD	TT	4700	118	36x6	36x6d	Own RD..	4½x6¾	Own.	Str...	P..	Del..	Del...	Own...	D..	Own RD..	Spi...	Own RD..	W..	F..	B..	Own...	Own...	Own...	8490
Pierce Arrow.....RF	TT	5200	118	36x6	36x6d	Own RF..	4½x6¾	Own.	Str...	P..	Del..	Del...	Own...	D..	Own RF..	Spi...	Own RF..	W..	½..	B..	Own...	Own...	Own...	9540
Pioneer.....AA	1	1550	132	34x4½*	34x4½*	GBS.....	3¾x4½	Non..	Zen..	V..	Bos..	A-L...	.....	D..	D-G.....	The...	.....	W..	¾..	A..	.....	.....	Woh...	2500
Power.....	1½	....	136	35x5	35x5	Hin.....	3¾x5½	Non..	Str...	V..	Eis...	Wes...	B-L...	D..	B-L 31....	Pet...	Tim 6460..	W..	½..	...	Tim...	Ros...	StM...	3250
Power.....F	2½	....	150	36x6*	36x8‡	Hin HA400	4 x5¼	Hin..	Str...	V..	Eis...	Wes...	B-L...	D..	B-L 51....	Pet...	Vul R-4...	W..	F..	...	Vul...	Ros...	StM...	5300
Power.....C	3½	....	160	36x5	36x10d	Hin HA200	4½x5½	Hin..	Str...	G..	Eis...	Wes...	B-L...	D..	B-L 55....	Pet...	Wis 900E..	W..	½..	...	Con...	Ros...	StM...	7400
Rainier.....R31	¾	1970	125	35x5*	35x5*	Con N....	3¾x5	Non..	Zen..	V..	Eis...	Non...	B-L...	D..	B-L 30....	Har...	Tim 6258..	W..	½..	A..	Tim...	Lav...	Jon...	2500
Rainier.....R2	1	2150	133	35x5*	35x5*	Con N....	3¾x5	Mon.	Zen..	V..	Eis...	Bos‡.	B-L...	D..	B-L 30....	Spi...	Tim 6258..	W..	½..	A..	Tim...	Lav...	Jon...	2700
Rainier.....R36	1½	2590	147	34x3½‡	34x5‡	Con J-4...	3¾x5	Pie..	Zen..	V..	Eis...	Delt...	B-L...	D..	B-L 30....	Spi...	Tim 6462..	W..	½..	A..	Tim...	Ros...	Jon...	2900
Rainier.....R28	2	3090	157	34x4‡	34x8‡	Con K4...	4½x5¼	Pie..	Zen..	V..	Eis...	Delt...	B-L...	D..	B-L 35....	Spi...	She W-103.	W..	½..	A..	She...	Ros...	Jon...	4900
Rainier.....R28	2	3190	175	34x4‡	34x8‡	Con K4...	4½x5¼	Pie..	Zen..	V..	Eis...	Delt...	B-L...	D..	B-L 35....	Spi...	She W-103.	W..	½..	A..	She...	Ros...	Jon...	5050
Rainier.....R20	2½	3550	165	36x4‡	36x10‡	Con K-4...	4½x5¼	Pie..	Zen..	V..	Eis...	Delt...	B-L...	D..	B-L 50....	Spi...	Tim 6560..	W..	F..	A..	Tim...	Ros...	Jon...	5500
Rainier.....R20	2½	3650	177	36x4‡	36x10‡	Con K-4...	4½x5¼	Pie..	Zen..	V..	Eis...	Delt...	B-L...	D..	B-L 50....	Spi...	Tim 6560..	W..	F..	A..	Tim...	Ros...	Jon...	5650
Rainier.....R25	3½	4400	170	36x5	36x12	Con L-4...	4½x5½	Pie..	Zen..	V..	Eis...	Del...	B-L...	D..	B-L 60....	Spi...	Tim 6666..	W..	F..	A..	Tim...	Ros...	Jon...	8000
Rainier.....R27	6	5300	170	36x6	40x6d	Con B-5...	4¾x6	Pie..	Zen..	V..	Eis...	Delt...	B-L...	D..	B-L 67....	Spi...	Tim 6760..	W..	F..	A..	Tim...	Ros...	Smi...	9000
Red Ball.....	3	2300	174	36x6	36x6d	Wau CU..	4⅝x5⅝	Wau.	She..	V..	dos..	Bos...	M-E..	P..	Cov SB-4.	U-P..	Wis 900GA	W..	½..	A..	Own...	Own...	Mot...	2705
‖Reo.....F	1¼	1185	128	33x5*	33x5*	Own F....	4½x4½	Non..	Joh..	G..	N-E..	N-E...	Own...	D..	Own.....	Own..	Own.....	S..	½..	A..	Own...	Own...	Mot...	2705
Republic.....75	1¼	....	124†	33x5*	33x5*	Lyc C....	3¾x5	Non..	Str...	V..	Bos..	Bos...	Ful...	D..	Ful.....	Spi...	Eat.....	I..	D..	B..	Eat...	Jac...	Nor...	2700
Republic.....10F	1½	....	140	34x4	34x5	Lyc CT...	3¾x5	Non..	Str...	V..	Bos..	Bos‡.	Ful...	D..	Ful.....	Spi...	Eat.....	I..	D..	B..	Eat...	Jac...	Nor...	3400
Republic.....11X	2	....	144†	34x4‡	34x6‡	Con J4....	3¾x5	Pha..	Str...	V..	Bos..	Bos‡.	Ful...	D..	Ful.....	Spi...	Eat.....	I..	D..	B..	Eat...	Jac...	Van...	3900
Republic.....19	3	....	154†	36x4‡	36x8‡	Con K4...	4½x5¼	Pha..	Str...	V..	Bos..	Bos‡.	Ful...	D..	Ful.....	Spi...	Eat.....	I..	D..	B..	Eat...	Jac...	Van...	4750
Republic.....19W	3	....	154†	36x4‡	36x8‡	Wau.....	4 x5¾	Wau.	Str...	V..	Bos..	Bos‡.	Ful...	D..	Ful.....	Pet...	Eat.....	I..	D..	B..	Eat...	Jac...	Van...	4900
Republic.....20	4	....	165†	36x5‡	36x10‡	Con L-4...	4½x5½	Pie..	Zen..	V..	Bos..	Bos‡.	Ful...	D..	Ful.....	Spi...	Eat.....	I..	D..	B..	Eat...	Jac...	Smi...	6700
Rowe.....CDW	2½	3575	143†	34x4	36x8	Wis TAU..	4 x6	Pha..	Str...	V..	Bos..	Opt†.	B-L...	D..	B-L 51....	Spi...	She W-21..	W..	½..	A..	She...	Ros...	Hoo...	5675
Rowe.....GSW	3	4150	143†	34x5	36x10	Wis UAU..	4¼x6	Han..	Zen..	V..	Bos..	Opt‡.	B-L...	D..	B-L 51....	Spi...	She W-21..	W..	½..	A..	She...	Ros...	Hoo...	5810
Rowe.....HW	4	4500	157½†	36x5	36x12	Wis VAU..	4½x6	Han..	Zen..	G..	Bos..	Opt†.	B-L...	D..	B-L 55....	Spi...	She W-32..	W..	½..	A..	She...	Ros...	Hoo...	7350
Rowe.....FW	5	4850	170†	36x6	40x7d	Wis RAU..	4¾x6	Dup.	Zen..	G..	Bos..	Opt‡.	B-L...	D..	B-L 60....	Spi...	She W-51..	W..	½..	A..	She...	Ros...	Smi...	9140
‖Ruggles.....15	¾	....	122	32x4½*	32x4½*	H-S 30....	3½x5	Non..	Zen..	G..	Bos..	Bos...	M-E..	P..	Ful J....	Spi...	Col 3000..	B..	¾..	A..	Col...	Jac...	Nor...	2300
‖Ruggles.....20R	1¼	....	128	34x5*	34x5*	Own 20R..	4 x5	Non..	Zen..	G..	Rem..	Rem...	B-L...	D..	B-L 30....	Spi...	Col 53000..	B..	¾..	A..	Col...	Jac...	Nor...	2800
‖Ruggles.....21	1½	....	150	30x5*	32x6*	Own.....	4 x5	Non..	.....	G..	Rem..	Rem...	B-L...	D..	B-L 30....	Spi...	Col 53000..	S..	¾..	...	Col...	Jax...	Nor...	3000
Ruggles.....41	2	....	148	30x5*	34x7*	Own 40....	4 x5	Non..	Zen..	G..	Bos..	Rem‡.	B-L...	D..	B-L 30....	Spi...	Wis 66F..	R..	F..	A..	Col...	Jac...	Nor...	4250
Ruggles.....40H	2½	....	148	36x4‡	36x8	Own 40H..	4 x5	Non..	Zen..	G..	Bos..	Rem‡.	B-L...	D..	B-L 35....	Spi...	Wis 88EF..	R..	F..	A..	Col...	Jac...	Nor...	4850
Ruggles.....40HRR	3	....	115	36x5‡	36x10	Own 40H..	4 x5	Non..	Zen..	G..	Bos..	Rem‡.	B-L...	D..	B-L 35....	Spi...	Wis 88EF..	R..	F..	A..	Col...	Jac...	Nor...	4700
‖Rumely.....A	1½	2150	144	36x3½‡	36x5‡	Bud CTU..	3¾x5¼	Pie..	Str...	G..	Eis...	Bos‡.	Ful...	D..	Ful LTU 5	Blo...	She 1501W	W..	½..	A..	Shu...	Gem...	.....	4050
Sandow.....GA	1	....	120	34x4*	34x5*	Con N....	3¾x5	Non..	Str...	G..	Eis...	Non...	Ful...	D..	Ful PU¾..	Spi...	Tim 1501W	W..	....	A..	She...	Ros...	Opt...	3000

American Gasoline Truck Chassis Specifications—Continued

MAKE AND MODEL	GENERAL			TIRES		ENGINE					ELECTRICAL SYSTEM		TRANSMISSION				REAR AXLE				MISCELLANEOUS			
									Fuel System				Clutch		Gearset									
	Tons Capacity	Chassis Price $	Standard Wheelbase (In.)	Front, Size and Type (In.)	Rear, Size and Type (In.)	Make and Model	Bore and Stroke (In.)	Governor Make	Carburetor Make	Fuel Feed	Ignition System Make	Generator and Starter Make	Make	Type	Make and Model	Universals Make	Make and Model	Final Drive	Type	Brakes	Front Axle Make	Steering Gear Make	Wheels Make	Chassis Weight (Lbs.)
Sandow	1½	1895	138	34x4	34x6	Bud WTU	3¼x5⅛	Non	Str	V	Eis	Non	Ful	D	Ful TU¾	Spi	She 1501 W	W	½			Ros	Opt	3595
Sandow JS	2	....	144	36x4	36x7	Her O	4 x5	Non	Zen		Eis	Bos	Ful	D	Ful TU3	Spi	She W-103.	I	D		Shu	Ros		4000
Sandow	2½	....	165	....	....	Bud ETU	4¼x5½	Mon	Str	G	Bos	Non	B-L	D	B-L 35	Spi	Tim 6560	W	F		Tim	Ros		4600
Sandow M	3½	3895	170	....	....	Bud YTU	4½x6	Mon	Str	G	Bos	Non	B-L	D	B-L 50	Spi	Tim 6660	W	F	A	Tim	Ros		6800
Sandow L	5	....	175	....	....	Bud BTU	5 x6½	Mon	Str	G	Bos	Non	B-L	D	D-L 60	Spi	Tim 6760	W	½	B	Tim	Ros		7800
Sanford W10	1	....	140	34x5*	33x5*	Con 8-R-6	3⅜x4½	Non	Str	G	Con	Dyn	Ful	P	B-L	Spi	Sal D	W	¾	A	Sal	Gem	Hoo	....
Sanford W15	1½	2150	140	36x6	36x6	Con 8-R-6	3⅜x4½	Non	Str	G	Con	Dyn‡	Ful	D	Ful	Spi	She 1501	W	½	A	She	Gem	Van	5170
Sanford W25A	2½	3350	156	36x4	36x4d	Con L-4	4½x5½	Pha	Str	G	Eis	Dyn	Ful	P	Ful	Spi	She 21	W	½	A	She	Ros	Van	4290
Sanford W25B	2½	3350	174	36x4	36x4d	Con L-4	4½x5½	Pha	Str	G	Eis	Dyn	Ful	P	Ful	Spi	She 21	W	½	A	She	Ros	Van	5330
Sanford W35B	3½	4200	174	36x6	36x6	Con L-4	4½x5½	Pha	Str	G	Con	Dyn	Ful	P	Ful	Spi	She 32	W	½	A	She	Ros	Van	6750
Sanford W35SC	3½	4200	156	36x6	40x4	Con L-4	4½x5½	Pha	Str	G	Con	Dyn	Ful	P	Ful	Spi	She 32	W	½	A	She	Ros	Van	6710
Sanford W50	5	5100	174	36x6	40x14	Con B-7	5 x6	Pha	Str	G	Con	Dyn	Ful	D	Ful H-1	Spi	She 51	W	½	A	She	Ros	Van	9175
Saurer 5AD	6½	6500	Opt	40x6‡	40x7‡	Own 5AD	4¾x7½	Own	Own	G	Sci	Non	Own	K	Own 5AD	Own	Own 5AD	B	F	B	Own	Own	Own	7500
Saurer	TT	6500	Opt	40x6‡	40x7d	Own	4¾x7½	Own	Own	G	Sci	Non	Own	K	Own	Own	Own	B	F	B	Own	Own	Own	7500
Schacht H	1½	2500	144	36x3½‡	36x7‡	Wis SU	4 x5	Non	Zen	V		Non	Ful	D	Ful GU7	Blo	Wis 60D	R	½	A	Shu	Ros		4500
§Schacht G	2	3200	156	36x4‡	36x7‡	Wis UAU	4¼x6	Dup	Zen	G	Bos	Non	B&B	P	Own G	Spi	Own G	W	F	B	Own	Own	StM	6200
Schacht J	2	2600	158	36x4	36x7	Wis SU	4 x5	Non	Zen	V	Bos	Non	Ful	D	Ful GU7	Blo	Wis 60D	R	½	A	Shu	Ros		4900
§Schacht G	2½	3400	156	36x4‡	36x8‡	Wis UAU	4¼x6	Dup	Zen	G	Bos	Non	B&B	P	Own	Spi	Own	W	F	B	Own	Own	StM	6400
§Schacht	3	3800	156	36x5	36x5d	Wis UAU	4¼x6	Dup	Zen	G	Bos	Non	B&B	P	Own	Spi	Own	W	F	B	Own	Own	StM	6700
Schacht	4	4400	168	36x5	40x6d	Wis VAU	4½x6	Dup	Zen	G	Bos	Non	B&B	P	Own	Spi	Own	W	F	B	Own	Own	StM	7800
Schacht	5	4600	168	36x5	40x7d	Wis VAU	4½x6	Dup	Zen	G	Bos	Non	B&B	P	Own	Spi	Own	W	F	B	Own	Own	StM	8200
Schacht 5 Ton	TT	3400	129½	36x4	36x8	Wis UAU	4¼x6	Dup	Zen	G	Bos	Non	B&B	P	Own 5	Spi	Own G	W	F	B	Own	Own	StM	6200
Schacht 7 Ton	TT	3800	129½	36x5	36x10	Wis UAU	4¼x6	Dup	Zen	G	Bos	Non	B&B	P	Own 7	Spi	Own G	W	F	B	Own	Own	StM	6700
Schacht 10 Ton	TT	4400	131½	36x6	40x12	Wis VAU	4½x6	Dup	Zen	G	Bos	Non	B&B	P	Own 10	Spi	Own G	W	F	B	Own	Own	StM	8200
Schacht 13 Ton	TT	4600	131½	36x6	40x12	Wis VAU	4½x6	Dup	Zen	G	Bos	Non	B&B	P	Own 13	Spi	Own G	W	F	B	Own	Own	StM	8400
Schacht 15 Ton	TT	5000	131½	36x7	40x7	Wis VAU	4½x6	Dup	Zen	G	Bos	Non	B&B	P	Own 15	Spi	Own G	W	F	B	Own	Own	StM	8700
Selden (Pacemaker)	1¼	....	144	34x5	34x5	Her O	4 x5	Non	Str	G	Bos	B-L	B-L	D	B-L 31		Col 52027	B	F	A	Col		Van	3580
Selden (Pacemaker)	1¼	....	144	34x5*	34x5*	Con 8R	3⅜x4½	Non	Str	G	Bos	Bos	B-L	D	B-L 31		Col 52027	B	F	A	Col		Van	3580
Selden 3	1½	....	137	34x3½‡	34x5‡	Con J-4	3½x5	Non	Str	G	Eis	N-E‡	B-L	D	B-L 30	Spi	Tim 6460	W	½	A	Tim	Lav	Arc	4250
Selden Unit 50	2½	....	149	36x4‡	36x7‡	Con K-4	4½x5¼	Pha	Str	G	Eis	N-E‡	B-L	D	B-L 51	Spi	Tim 6566	W		A	Tim	Gem	Std	5980
Selden Unit 53	3	....	154	36x4	36x7	Con L-4	4½x5½	Pha	Str	G	Eis	N-E‡	B-L	D	B-L 51	Spi	Tim 6566	W	F	A	Tim	Gem	Std	6220
Selden Unit 70	3½	....	165	36x5‡	36x10‡	Con L-4	4½x5½	Pha	Str	G	Eis	N-E‡	B-L	D	B-L 55	Spi	Tim 6666	W	F	A	Tim	Gem	Std	7200
Selden Unit 52	3½	....	195	36x5‡	36x10‡	Con L-4	4½x5½	Pha	Zen	V	Eis	N-E‡	B-L	D	B-L 51	Spi	Tim 6511	W	F	A	Tim	Gem	Arc	7200
Selden 73	4	....	168	36x5‡	36x10‡	Con B-5	4¾x6	Pha	Str	G	Eis	N-E	B-L	D	B-L 55	Spi	Tim 6666	W	F	A	Tim	Gem	Std	7720
Selden Unit 90	5	....	164	36x6	40x12	Con B-7	5 x6	Pha	Str	G	Eis	Non	Det	D	B-L 60	Spi	Tim 6760	W	F	A	Tim	Gem	Std	9650
§Service 25	1¼	....	132	34x5*	34x5*	Bud WTU	3¾x5⅛	Non	Zen	V	Rem	Rem	B-L	P	B-L 30	M-E	Eat 1000	B	½	A	Shu	Ros	Bim	3500
Service 33	1½	....	146	34x3½‡	34x6‡	Bud UBU-1	4 x5¼	Non	Str	V	Eis	Rem‡	B&B	P	B-L 35	Spi	Tim 6352	W	½	A	Shu	Ros	Int	4695
Service 25C	1½	....	Opt	30x5*	32x6	Bud WTU	3¾x5⅛	Non	Zen	V	Eis	Non	B-L	P	B-L 30	Blo	Eat 1500	B	½	A	Shu	Ros	Bim	3650
§Service 42	2	....	153	36x4‡	36x7‡	Bud EBU-4	4¼x5½	Non	Str	V	Eis	Rem	B&B	P	B-L 51	M-E	Tim 6460	W	½	A	Tim	Ros	Int	5435
§Service 61	3	....	163	36x4‡	36x8‡	Bud EBU-1	4¼x5½		Str	V	Eis	Rem‡	B&B	P	B-L 51	M-E	Tim 6560	W	F	A	Tim	Ros	Int	5785
Service 81	4	....	173	36x5‡	36x10‡	Bud YBU	4½x6	Non	Str	V	Eis	Rem‡	B&B	P	B-L 60	M-E	Tim 6666	W	F	A	Tim	Ros	Int	7900
Service 103	6	....	173	36x6	40x12	Bud YBU	4½x6	Non	Str	V	Eis	Rem‡	B&B	P	B-L 60	M-E	Tim 6760	W	F	A	Tim	Ros	Int	9150
Standard 75	1¼	....	134	34x5	34x5	Con N	3¾x5	Non	Str	V	Eis	Bos‡	B-L	D	B-L 30	Spi	Tim 6250	W	½	A	Tim	Ros St	M	3000
Standard 1½K	1½	....	144	34x3½*	34x5*	Con J-4	3¾x5	Dup	Str	V	Eis	Bos‡	B-L	D	B-L 30	Spi	Tim 6352	W	½	A	Tim	Ros		3466
Standard 2½-3½K	2½	....	147	36x4‡	36x8‡	Con K-4	4¼x5¼	Dup	Str	G	Eis	Bos‡	B-L	D	B-L 35	Spi	Tim 6562	W	F	A	Tim	Gem	Day	5400
Standard 2½-3½KS	2½	....	147	36x4‡	36x8‡	Con K-4	4¼x5¼	Dup	Str	G	Eis	Bos‡	B L	D	B-L 55	Spi	Tim 6566	W	F	A	Tim	Gem	Day	5488
Standard 3½-5K	3½	....	160	36x5	36x12	Con L-4	4½x5½	Dup	Str	V	Eis	Bos‡	B L	D	B-L 60	Spi	Tim 6666	W	F	A	Tim	Gem	Day	7485
Standard 3½-5KS	3½	....	160	36x5	36x12	Con L-4	4½x5½	Dup	Str	V	Eis	Bos‡	B L	D	B-L 55	Spi	Tim 6666	W	F	A	Tim	Gem	Day	7519
Standard 5-7	6	....	165	36x6	40x14	Con B 5	4¾x6	Dup	Str	V	Eis	Bos‡	B-L	D	B-L 60	Spi	Tim 6760	W	F	A	Tim	Gem	Day	8700
§Sterling 1½	1½	3345	142	36x3½	36x5	Own	4 x5¾	Wau	Zen	V	Eis	Bos	B-L	D	B-L 35	Spi	Tim 6462	W	½	A	Tim	Ros	Hoo	4780
Sterling 2	2	3545	142	36x4	36x6	Own CU	4 x5¾	Wau	Zen	V	Eis	Bos	B-L	D	B-L 35	Spi	Tim 6566	W	F	A	Tim	Ros	Hoo	5200
§Sterling 2½	2½	3805	156	36x4	36x4d	Own FU	4½x5¾	Wau	Zen	V	Eis	Bos	B-L	D	B-L 50	Spi	Tim 6566	W	F	A	Tim	Ros	Hoo	5550
Sterling 3½	3½	4750	162	36x5	40x5d	Own DU	4½x6½	Wau	Zen	V	Eis	Bos	H-S	O	Own	Spi	Tim 6666	W	F	A	Tim	Ros	Hoo	7775
Sterling W	5	5400	168	36x6	40x6d	Own EU	5 x6½	Wau	Zen	V	Eis	Bos	H-S	O	Own W	Spi	Tim 6760	W	F	A	Tim	Ros	Hoo	9175
Sterling EHD	5	5750	174	36x6	40x6d	Own EU	5 x6½	Wau	Zen	V	Eis	Bos‡	H-S	O	Own EHD	M-E	Own EHD	C	D	B	Tim	Ros	Smi	9695
Sterling ELD	5	6000	174	36x5	40x6d	Own DU	4½x6¼	Wau	Zen	V	Eis	Bos‡	H-S	O	Own ELD	M-E	Own ELD	C	D	B	Tim	Ros	Hoo	7925
Sterling 7½	7½	6500	174	36x6	40x7d	Own 7½	5 x6¼	Wau	Zen	V	Eis	Bos‡	H-S	O	Own EHB	M-E	Own 7½	C	D	B	Tim	Mat	Smi	10175
Sterling W-5-5 Ton	TT	3905	130	36x4	36x4d	Own DU	4¾x5¾	Wau	Zen	V	Eis	Bos	B-L	D	B-L 35	Spi	Tim 6566	W	F	A	Tim	Ros	Mot	5450
Sterling W-7-7½ Ton	TT	4805	148	36x5	40x5d	Own DU	4½x6¼	Wau	Zen	V	Eis	Bos	H-S	O	Own W	Spi	Tim 6666	W	F	A	Tim	Ros	Hoo	7675
Sterling W-10-10 Ton	TT	5500	148	36x6	40x6d	Own EU	5 x6¼	Wau	Zen	V	Eis	Bos	H-S	O	Own W	Spi	Tim 6760	W	F	A	Tim	Ros	Hoo	9075
Sterling C12-12 Ton	TT	5850	143	36x5	40x6d	Own DU	4½x6¼	Wau	Zen	V	Eis	Bos	H-S	O	Own ELD	M-E	Own ELD	C	D	B	Tim	Ros	Hoo	7825
Sterling C15-15 Ton	TT	6100	148	36x6	40x6d	Own EU	5 x6¼	Wau	Zen	V	Eis	Bos	H-S	O	Own EHD	M-E	Own EHD	C	D	B	Tim	Ros	Smi	9575
Sterling C20-20	TT	6600	148	36x6	40x7d	Own EU	5 x6¼	Wau	Zen	V	Eis	Bos	H-S	O	Own EHD	M-E	Own 7½	C	D	B	Tim	Ros	Smi	9975
Stewart 16	1	1195	130	34x4½*	34x4½*	Lye CT	3¾x5	Non	Zen	G	Rem	Rem‡	Ful	D	Ful SU 1	Spi	Cla AW	B	¾	A	Col	Gem	Ind	2700
Stewart 17	1½	1595	145	34x5*	34x5*	Lye C	4 x5	Non	Zen	G	Rem	Rem	Ful	D	Ful LTU4	Spi	Cla 1-D	B	¾	B	Col	Ros	Cla	3200
Stewart 7X	2½-3	2690	156	34x4‡	34x8‡	Bud HTU	4½x5½	Pie	Zen	V	Eis	Rem‡	Ful	D	Ful GU-5	Spi	Cla 2-D	I	D	B	Col	Ros	Cla	4820
Stewart 10X	3½-4	3540	165	36x5‡	36x5d	Bud YTU	4½x6	Pie	Zen	V	Eis	Eis	Ful	P	Ful GU-6	Spi	Cla 3-D	I	D	B	Col	Ros	Cla	6600
Stoughton C	1¼	....	138	34x4‡	34x4½*	Own	3⅜x4½	Non	Zen	V	Rem	Rem	Ful		Own	The	Col 52003	S	¾		Col	Ros	Bim	2480
Stoughton B	1½	....	140	36x3½	36x5	Wau	3¾x5	Wau	Str	G	Eis		B-L		B-L30	Spi	Col 52000	W	½		She	Ros	Bim	3800
Stoughton BJ	1½	....	140	34x5	34x5	Own	3⅜x5	Non	Zen	V	Rem	Rem	B-L		B-L 30	Opt	Cla 1D	B	¾		Col	Ros	Bim	3250
Stoughton D	2	....	140	36x4	36x7	Own	4½x5¼	Dup	Zen	G	Eis		B-L		B-L 35	The	She W103	R	½		She	Ros	Bim	4600
Stoughton F	3	....	156	36x5	36x5d	Own	4½x5¼	Dup	Zen	G	Eis		B-L		B-L50	The	She W21	W	½		She	Ros	Bim	5900
Super Truck 50	2½	3300	156	36x4‡	36x8‡	Wis TAU	4 x6	Dup	Zen	G	Bos	Ves†	Ful	D	Ful G	Spi	She W21	W	½	A	She	Ros	Pru	5200
Super Truck 60-D	3	....	126	36x6*	42x9*	Wis VAU	4¼x6	Pha	Zen	G	Spl	Non	Ful	D	Ful GU-8	Spi	She D-310	R	½	A	Wis	Ros	Cla	....
Super Truck 70	3½	4100	164	36x5	40x5d	Wis UAU	4¼x6	Dup	Zen	G	Bos	West	Ful	D	Ful G	Spi	She W-32	W	½	A	She	Ros	Smi	7500
Super Truck 100	5	4500	164	40x5	40x6d	Wis RAU	4¾x6	Dup	Zen	G	Spl	‡Ves†	Ful	D	Ful H	Spi	She W-51	W	½	A	She	Ros	Smi	8500
Traffic	1½	1750	128	35x5*	35x5*	Con N 4	3¾x5	Non	Car	G	Bos	G-D	Cov	D	Cov Munc	The	Rus 34-1	I	D	A	Own	Own	Day	3400
Traffic 4000C	2	1695	132	34x3½‡	34x5‡	Con N 4	3¾x5	Non	Car	G	Bos	Bos†	Cov	D	Cov Munc	The	Rus 34-1	I	D	A	Own	Own	Opt	3175
Traffic 6000	3	2145	135	36x4‡	36x7‡	Con N 4	3¾x5		Car	G	Bos	Bos‡	Cov	D	Cov Mun	D	Rus 60001	I	D	A	Own	Own	Opt	3900
§Transport 15	1	....	128	32x4½*	32x4½*	Con N	3¾x5	Non	Zen	V	Rem	Rem	Ful	D	Ful SU-1	Blo	Col 51000	B	¾	A	Col	Lav	Mot	2950
Transport 26	1½	....	140	34x3½‡	34x5‡	Bud WTU	3¾x5⅛	Non	Zen	V	Eis	Rem‡	Ful	D	Ful SU-1	Har	Cla 1-D	I	D	A	Col	Jac	Mot	3800
Transport 36	2	....	140	36x3½‡	36x6‡	Bud KTU	4 x5½	Dup	Zen	G	Eis	Rem‡	Ful	D	Ful GU-7	Blo	Cla 1-D	I	D	B	Col	Jac	Mot	4300
Transport 61	3½	....	150	36x4‡	36x8‡	Bud ETU	4¼x5½	Dup	Zen	G	Eis	Rem‡	Ful	D	Ful GU-7	Blo	Cla 2-D	I	D	B	Shu	Jac	Mot	5600
Transport 75	5	....	170	36x5‡	36x12‡	Bud YTU	4½x6	Dup	Zen	G	Eis	Rem‡	B&B	P	Cot RU	Blo	Cla 3-D	I	D	B	Shu	Jac	Mot	7600
Traylor B	1½	2390	140	34x3½*	34x6*	Bud WTU	3¾x5⅛	Non	Zen	G	Spl	West	Cov	D	Cov Musc	M-E	She W-1501	W	½	A	She	Ros	Sch	4300
Traylor C	2	2850	146	36x4‡	36x7d	Bud ITU	4 x5½	Pie	Zen	G	Spl	West	Cov	D	Cov Musc	M-E	She W-103	W	½	A	She	Ros	Sch	5500
Traylor D	3	3300	150	36x4‡	36x8d	Bud HTU	4¼x5½	Pie	Zen	G	Spl	West	M-E	D	Own D4-U	M-E	She W-21	W	½	A	She	Ros	Sch	5850
Traylor F	5	4700	170	36x6	40x6d	Bud YTU	4½x6	Dup	Zen	G	Bos	West	B-L	D	B-L 60	Spi	She W-32	W	½	A	She	Ros	Smi	8800
Triangle AA	1	1285	123	34x4½*	34x4½*	H S 2700	3¼x5	Non	Str	G	N E	N-E	Ful	D	Ful LTU4	U P	Cla B-306	B	½	A	Eat	Gem	Nor	2600
§Triangle A	1½	1985	144	34x3½*	34x6*	Wau BUX	3¾x5¼	Wau	Str	G	Eis	Eis‡	Ful	D	Ful LTU5	Blo	Cla 1-D	I	D	B	Col	Gem	Roy	3750
Triangle C	2	2285	147	36x4‡	36x7‡	Wau BUX	3¾x5¼	Wau	Str	G	Eis	N-E‡	Ful	D	Ful LTU5	Blo	Cla 2-D	I	D	B	Eat	Gem	Roy	5200
§Triangle B	2½	2785	150	36x4‡	36x7‡	Wau FU	4 x5¾	Wau	Str	G	Eis	Spl†	Ful	D	Ful GU-7	Blo	Cla 2-D	I	D	B	Eat	Gem	Roy	4900
Twin City BW	2½	2800	156	36x4	36x8	Own TW	4¼x6	Own	Str	V	Bos	Non	B&B	P	Ful G7	Spi	Cla 2-D	I	D		Shu	Ros	Bim	4800
Twin City AW	3½	3580	168	36x5	40x5	Own TW	4¼x6	Own	Str	V	Bos	Non	B&B	P	Ful H	Spi	Tim 6666	W		A	Tim	Ros	Smi	6800
§U.S. U	1¼	....	138	34x5*	34x5*	Bud WTU	3¾x5⅛	Non	Str	V	Bos	Bos	Ful	D	Ful SUI	Blo	Cla B	B	½	A	Shu	Lav	Sch	3400

American Gasoline Truck Chassis Specifications—Continued

MAKE AND MODEL	GENERAL			TIRES		ENGINE					ELECTRICAL SYSTEM		TRANSMISSION				REAR AXLE				MISCELLANEOUS			
									Fuel System				Clutch		Gearset									
	Tons Capacity	Chassis Price $	Standard Wheelbase (In.)	Front, Size and Type (In.)	Rear, Size and Type (In.)	Make and Model	Bore and Stroke (In.)	Governor Make	Carburetor Make	Fuel Feed	Ignition System Make	Generator and Starter Make	Make	Type	Make and Model	Universals Make	Make and Model	Final Drive	Type	Brakes	Front Axle Make	Steering Gear Make	Wheels Make	Chassis Weight (Lbs.)
U.S. N	1½	....	144	36x3½*	36x6*	Bud	3¾x5½	Non..	Str..	V..	Bos..	Bos‡..	Ful..	D..	Ful LTU4..	Blo..	Cla I-D..	I..	D..	A..	Shu..	Lav..	Sch..	3800
U.S. R	3	....	156	36x4‡	36x4‡	Hin 400..	4 x5¼	Hin..	Str..	V..	Spl..	Bos‡..	B-L..	D..	B-L 51	Blo..	She W-21..	W..	½	A..	Shu..	Lav..	Sch..	5500
U.S. S	4	....	168	36x5	36x5d	Hin 200..	4½x5½	Hin..	Str..	V..	Spl..	Bos†..	B-L..	D..	B-L 55	Blo..	She W-32..	W..	½	A..	She..	Lav..	Sch..	7600
U.S. S Spec.	5–7	....	168	36x6	40x6d	Hin HA230	4½x5½	Hin..	Str..	V..	Spl..	Bos‡..	B-L..	D..	B-L 55	Blo..	She.	W..	½	A..	She..	Lav..	Smi..	7500
U.S. T	7	....	172	36x6	40x6d	Bud ATU..	4¾x6½	Dup..	Str..	V..	Eis..	Bos..	B-L..	D..	B-L 60	Blo..	She W-51..	W..	½	B..	She..	Lav..	Smi..	9700
Union E	1½	2250	150	34x7*	34x7*	Con 6N...	3¾x4½	Non..	Zen..	G..	Bos..	Bos..	Ful..	D..	Ful GU-7..	Blo..	Cla B360..	S..	....	B..	Shu..	Jax..	Ind..	4420
Union FLW & FW	2½	3500	155	36x5	36x10	Wis TAU..	4 x6	Dup..	She..	G..	Eis..	L-N..	Ful..	D..	Ful GU-7..	U-P..	Wal 25A..	R..	F..	....	She..	Jac..	Pru..	5900
Union FV	2½	3150	155	36x5	36x10	Wis TAU..	4 x6	Dup..	She..	G..	Eis..	L-N..	Ful..	D..	Ful GU-7..	U-P..	Vul 4-R..	W..	....	....	She..	Jac..	Smi..	....
Union FWC	2½	8000	200	38x7	42x9	Wis TAU..	4 x6	Dup..	Sne..	G..	Apo..	L-N..	Ful..	D..	Ful GU-7..	U-P..	Wal 25A..	R..	F..	....	Shu..	Jac..	Smi..	....
Union H	4	3950	175	36x6	36x10	Wis VAU..	4½x6	Dup..	She..	G..	Eis..	L-N..	Ful..	D..	Ful H..	U-P..	Tor E-1..	I..	G..	B..	Shu..	Jac..	Smi..	7700
Union HW	4	4500	175	36x6	40x12	Wis VAU..	4½x6	Dup..	She..	G..	Eis..	L-N..	Ful..	D..	Ful HUI..	U-P..	Wal 5A..	I..	F..	A..	Shu..	Jac..	Smi..	7750
United (Highway)	1	....	128	34x4½	34x4½	H-S 7000..	3¼x5	Non..	Zen..	G..	Bos..	Bos..	Ful..	D..	Ful..	Blo..	Col 3000..	B..	½	A..	Col..	Lav..	.....	2260
United 25	1¼	....	131	30x5	30x5	Her OX..	4 x5	Non..	Zen..	G..	Bos..	Bos..	B-L..	D..	B-L 30..	Blo..	Col 52025..	B..	¾	A..	Snu..	Lav..	.....	2910
United 30	1½	....	148	34x5*‚	34x5*	Her OX..	4 x5	Non..	Zen..	G..	Bos..	Bos..	B-L..	D..	B-J 30..	Blo..	Col 52025..	B..	¾	A..	Shu..	Lav..	.....	2940
United 32	1½	....	148	34x4	34x7	Her OX..	4 x5	Non..	Zen..	G..	Bos..	Bos..	B-L..	D..	B-L 30..	Blo..	Wis 40..	R..	½	A..	Shu..	Lav..	.....	3740
United 35	2	....	148	34x5*	34x7*	Her OX..	4 x5	Non..	Zen..	G..	Bos..	Non..	B-L..	D..	B-L 30..	Blo..	Wis 51..	R..	½	A..	Shu..	Lav..	.....	3810
United 50	2½	....	156	34x4*	34x8‡	Her OX..	4 x5	Non..	Zen..	G..	Bos..	.....	B-L..	D..	B-L 35..	Blo..	Wis 66..	R..	½	A..	Shu..	Lav..	.....	4120
United 60	3	....	156	36x5	36x10	Her OX..	4 x5	Non..	Zen .	G..	Bos..	Non..	B-L..	D..	B-L 35..	Blo..	Wis 88E..	R..	½	A..	Shu..	Lav..	.....	4630
United 80	3½	....	157	36x5	36x10	Her MU3..	4½x5½	Dup..	Zen..	G..	Bos..	Bos‡..	B-L..	D..	B-L 55..	Blo..	Wis 120BC	R..	½	A..	Con..	Lav..	Van..	7420
United 100	5	....	176	36x6	36x12	Her MU3..	4½x5½	Dup..	Zen..	G..	Bos..	Non..	B-L..	D..	B-L 55..	Blo..	Wis 1800..	R..	....	A..	Shu..	Lav..	.....	8150
Wachusett S	1	2400	152	34x5	34x5	Con 8R...	3¾x4½	Non..	Zen..	V..	Bos..	Bos..	B L..	D..	B-L 30..	Har..	Tim 5511..	W..	¾	....	Tim..	Ros..	Smi..	3300
Wachusett J	1½	2800	148	36x6	36x6	Con J4....	3¾x5	Non..	Zen..	V..	Bos .	Bos..	B L..	D..	B-L 35..	Har..	Tim 6352..	W..	¾	....	Tim..	Ros..	Smi..	3300
Wachusett K	2	3200	154	.....	.....	Con K4....	4½x5¼	Non..	Zen..	V..	Bos..	Bos..	B L..	D..	B-L 35..	Har..	Tim 6460..	W..	F..	....	Tim..	Ros..	Fir..	4800
Wachusett L	2½	3800	170	36x5	36x10	Con L4....	4½x5½	Non..	Zen..	V..	Bos..	Bos..	B L..	D..	B-L 55..	Har..	Tim 6560..	W..	F..	....	Tim..	Ros..	Smi..	5200
Walker-Johnson L	1½	2500	137	34x5*	36x6*	Hin 300..	3¾x5¼	Hin..	Zen..	V..	Bos .	Bos..	Ful..	D..	Ful LTU4.	Spi...	Tim 6352..	W..	½	A..	Shu..	Ros..	Arc..	3600
Walker-Johnson B	2½	3600	166	36x5‡	36x10‡	Hin 500..	4¼x5½	Hin..	Zen..	V..	Eis..	Bos†..	Ful..	D..	Ful G....	Spi...	Tim 6560..	W..	F..	A..	Shu..	Ros..	Arc..	5300
Walter FL7 Ton	TT	....	Opt..	40x6	40x8	Own FY...	4 x5¾	Own.	Str...	V..	Wes .	N-E..	Own..	D..	Own FE..	Own..	Own FE..	W..	F..	A..	Own..	Ros..	Day..	7700
Walter F10 Ton	TT	....	.....	40x7	40x8	Own DU..	4½x6¼	Own.	Zen..	V..	Wes..	N-E..	M-E..	P..	Own F....	Own..	Own F....	W..	F..	A..	Own..	Ros..	Day..	8500
Walter FR15 Ton	TT	....	Opt..	40x8	40x7d	Own DY..	4½x6¾	Own.	Zen..	V..	Wes..	N-E..	Own..	D..	Own FI..	Own..	Own FI..	W..	F..	A..	Own..	Ros..	Day..	9200
Ward La France	2½	....	170	36x4	36x8‡	.....	4¾x5¾	Non..	Str...	G..	Bos..	Non..	B-L..	D..	B-L 50..	Spi...	Tim 6560..	W..	F..	....	Tim..	Ros..	Hoo..	5900
Ward La France 4A	3½	4690	162	36x5	36x5‡	.....	4½x6¼	Non.	Str...	G..	Bos..	Non..	B-L..	D..	B-L 60..	Spi...	Tim 6666..	W..	F..	A..	Tim..	Ros..	Smi..	7700
Ward La France A	5	5490	164	36x6	40x6d	.....	4 x6¼	Non.	Str...	G..	Bos..	Non..	B-L..	D..	B-L 60..	Spi...	Tim 6760..	W..	F..	A..	Tim..	Ros..	Smi..	9300
White 15	¾	2400	133½	34x5*	34x5*	Own GK..	3¾x5½	Non.	Zen..	G..	.....	.....	Own..	D..	Own 15..	Spi...	Own 15..	D..	½	A..	Own..	Own..	Hoo..	3225
White 20	2	3250	168	36x4‡	36x7†	Own GK..	3¾x5½	Non.	Zen..	G..	.....	L-N†..	Own.	D..	Own 20..	Spi...	Own 20..	R..	½	A..	Own..	Own..	.....	4680
White 40	3½	4200	174	36x5‡	40x5d	Own GR..	4¼x5¾	Own.	Zen..	V..	.....	L-N†..	Own..	D..	Own.....	Own..	Own.....	R..	F..	B..	Own..	Own..	.....	7130
White 45	5	4500	174	36x6‡	40x6d	Own GR..	4½x5¾	Own.	Zen .	V..	.....	L-N†..	Own..	D..	Own 45..	Own..	Own 45..	R..	F..	B..	Own..	Own..	.....	7930
Wilcox AA	1	1900	130	35x5‡	35x5‡	Bud WTU..	3¾x5⅛	Dup.	Str...	V..	Bos..	Wes‡..	B-L..	D..	B-L 30..	Spi...	Rus 3600-B	W..	½	A..	Shu..	Gem..	.....	3600
Wilcox BB	1½	2550	135	36x4	36x5d	Own BD..	4¼x5	Dup.	Str...	G..	Bos..	Wes..	Own.	D..	Own Q....	Own..	Wal 2A..	R..	½	B..	Shu	Own..	.....	4600
Wilcox CC	2½	3000	135	36x4	36x3½d	Own CC..	4¼x5	Dup.	Str...	G..	Bos..	Wes‡..	Own.	D..	Own Q....	Own..	Wal 25A..	R..	½	B..	Shu..	Own..	Cla...	5000
Wilcox E	3½	3950	147	36x5	36x5d	Buda YTU	4¼x6	Dup.	Str...	G..	Bos..	Wes‡..	.....	D..	Own EA..	Own..	Wal 5A..	R..	½	B..	She..	Own..	.....	6600
Wilcox F	5	4350	162	36x5	40x12	Bud ATU..	4¾x6½	Dup.	Str...	V..	Bos..	Opt†..	Own.	D..	Own EA..	Spi...	Wal 5A..	R..	½	B..	She..	Own..	Smi..	9000
Winther 34	1½	2450	140	34x4	34x5	Wis SU....	4 x5	Non.	Str...	V..	Bos .	Bos..	Ful..	D..	Ful..	Pet...	Own..	I..	....	B..	Tim..	Lav..	Own..	3500
Winther 434	1½	2850	132	34x5	34x5	Wis SU....	4 x5	Non.	Str...	V..	Bos..	Bos..	Ful..	D..	Ful..	Pet...	Own.....	I..	....	B..	Own..	Lav..	Own..	4225
Winther 44	2½	3100	161	34x5	34x7	Wis SU....	4 x5	Non.	Str...	V..	Bos..	Bos..	Ful..	D..	Ful G7....	Pet...	Own.....	I..	....	B..	Tim..	Lav..	Own..	4375
Winther 54	3	3500	152	36x5	36x8	Wis UAU..	4¼x6	Pie..	Str...	V..	Bos..	Bos..	B&B..	D..	B-L51....	Pet...	Cla.....	I..	....	A..	Tim..	Ros ..	Own..	5700
Winther 454	3	3800	152	36x5	36x5d	Wis UAU..	4¼x6	Pie..	Str...	V..	Bos..	Bos..	B&B..	D..	B-L51....	Pet...	Cla.....	I..	....	B..	Own..	Ros..	Own..	6400
Winther 104	5	5000	162	36x5	40x12	Wis RAU..	4¾x6	Pie..	Str...	V..	Bos .	Bos..	B&B..	D..	B-L60....	Pet...	Cla.....	I..	....	A..	Tim..	Ros..	Own..	8600
Winther 144	7	6000	162	36x6	40x14	Wis RBU..	5 x6	Pie..	Str...	V..	Bos..	Bos..	B&B..	D..	B-L60....	Pet...	Cla.....	I..	....	A..	Tim..	Ros..	Own..	9500
Wisconsin B	1½	1850	136	33x5	32x6	Wau Y....	4 x5¼	Pha..	Str...	V..	Opt..	Bos..	B-L..	D..	B-L 31....	Spi...	Tim 5511..	W..	½	A..	Tim..	Ros..	Bim..	3200
Witt-Will N	1½	2450	144	36x3½	36x6	Con C-4...	4¼x5¼	Pie..	Zen..	G..	Eis..	Non..	B-L..	D..	B-L 35....	Spi...	Tim 6460..	W..	½	A..	Tim..	Ros..	Arc..	4000
Witt-Will P	2	2650	168	36x3½	36x7	Con C-4...	4¼x5¼	Pie..	Zen..	G..	Eis..	Non..	B-L..	D..	B-L 35....	Spi...	Tim 6460..	W..	½	A..	Tim..	Ros..	Arc..	4600
Witt-Will S	2½	2950	146	36x4‡	36x8	Con K-4...	4¼x5¼	Pie..	Zen..	V..	Eis..	Non..	B-L..	D..	B-L 51....	Spi...	Tim 6560..	W..	F..	A..	Tim..	Ros ..	Arc..	5000
Witt-Will 3	3	3225	Opt..	36x4‡	36x10	Con K-4...	4¼x5¼	Pie..	Zen..	V..	Eis..	Non..	B-L..	D..	B-L 51....	Spi...	Tim 6560..	W..	F..	A..	Tim..	Ros..	Arc..	5500
Witt-Will A	4	4500	172	36x6	40x6d..	Con B5....	4¾x6	Pie..	Zen..	G..	Eis..	Wes..	B-L..	D..	B-L 60....	Spi...	Tim 6760..	W..	F..	A..	Tim..	Ros..	Smi..	9500
Witt-Will A	5	4500	172	36x6	40x6d	Con B5....	4¾x6	Non..	Zen..	G..	Eis..	Wes..	B-L..	D..	B-L 60Max	Spi...	Tim 6760 .	W..	F..	A..	Tim ..	Ros..	Day..	9500
Yellow Cab Mod. T3	¾	1295	109	29x4½*	29x4½*	Con V-7...	3¾x5	Non..	Zen..	G..	Bos..	N-E..	B-L..	D..	B-L 30 Y..	Spi...	Tim 5330 .	B..	½	B..	Tim ..	Gem..	Mot..	2500
Yellow Cab T1	1	1450	130	33x5*	33x5*	Con V-4...	3¾x5	Non..	Zen..	V..	Bos .	N-E..	B-L..	D..	B-L 35....	Spi...	Tim 5516..	B..	½	B..	Tim ..	Gem..	Mot..	3130
Yellow Cab T1-5	1	1550	150	33x5	33x5	Con V-4...	3¾x5	Non.	Zen..	V..	Bos..	N-E..	B-L..	D..	B-L 35....	Spi...	Tim 5516..	B..	½	B..	Tim..	Gem..	Mot..	3210

ABBREVIATIONS:
TIRES:
*—Pneumatics Standard Equipment
‡—Pneumatics at extra cost
d——Dual on Rear
WHEELBASE:
†—More than one wheelbase furnished
GENERATOR AND STARTER:
‡—Generator and Starter at extra cost
†—Starter not supplied
A—Rear Wheels only
A-L—Auto-Lite
Apo—Apollo
Arc—Archibald
A-W—Auto-Wheel
B—Straight Bevel (*Final Drive*)
B—Drive Shaft and Rear Wheels (*Brakes*)
B-L—Brown & Lipe
B&B——Borg & Beek
Bij—Bijur
Bim—Bimel
Blo—Blood Bros.
Bos—Bosch
Bud—Buda (*Engine*)
Bud—Budd (*Wheels*)
C—Chain
CAS—C. A. S. Products
Cla—Clark (*Axles*)
Cla—Clark (*Wheels*)
Col—Columbia (*Engine*)
Col—Columbia (*Axles*)
Con—Continental (*Engine*)
Con—Continental (*Axles*)
Con—Connecticut (*Ignition*)
Cot—Cotta
Cov—Covert
D—Disk
D—Dead (*Axles*)
D-G—Detroit Gear
Day—Dayton
Del—Delco
Det—Detlaff
Dod—Dodge
Dis—Disteel
Dup—Duplex
Dur—Durston
Dyn—Dyneto
Eat—Eaton
Eis—Eisemann
Ens—Ensign
F—Floating
½—Semi-Floating
¾—Three-Quarter Floating
Fir—Firestone
Fli—Flint
Ful—Fuller
G—Gravity
G&D—Gray & Davis
Gem—Gemmer
GBS—Golden, Belknap & Swartz
H—Jackshaft and Rear Wheels
H-S—Hele-Shaw (*Clutch*)
H-S—Herschell-Spillman (*Engine*)
Han—Handy
Har—Hartford
Ha-S—Hall-Scott
Hay—Hayes
Her—Hercules
Hin—Hinkley
Hoo—Hoopes
I—Internal Gear
Ind—Indestructible
Int—Interstate
Jac—Jacox
Jax—Jaxon
Jon—Jones
K—Cone
Kel—Kelsey
L-N—Leece-Neville
Lav—Lavine
Lyc—Lycoming
Mar—Marvel
McC—McCord
McK—McKenna
M-E—Merchant & Evans
MM—Michigan Malleable
Mon—Monarch
Mot—Motor Wheel
Mun—Muncie
N-E—North East
Non—Not supplied
Nor—Northern
O—Disk in Oil
Opt—Optional
P—Pressure (*Fuel*)
P—Plate (*Clutch*)
Pet—Cleveland Parts
Pha—Pharo
Pic—Pick
Pie—Pierce
Pru—Prudden
R—Double Reduction
Ray—Rayfield
RBo—Robert Bosch
Rem—Remy
Ros—Ross
Roy—Royer
Rus—Russell
Rut—Rutenber
S—Spiral Bevel
Sal—Salisbury
Sch—Schwarz
Sci—Scintilla
She—Sheldon (*Axles*)
She—Schebler (*Carb.*)
Shu—Shuler
Sim—Simms
Smi—Smith
Sne—Snead
Spi—Spicer
Spl—Splitdorf
St.M—St. Marys
Std—Standard (*Axles*)
Std—Standard (*Wheels*)
Str—Stromberg
The—Thermoid
Til—Tillotson
Tim—Timken
Tor—Torbenson
U-M—Universal Machine
U-P—Universal Products
V—Vacuum
Van—Van Wheel
Ves—Vesta
Vul—Vulcan
W—Worm
W-G—Warner Gear
Wag—Wagner
Wal—Walker
Way—Wayne
Wau—Waukesha
Wes—Westinghouse
Wis—Wisconsin
Woh—Wohlrab
Zen—Zenith

American Electric

MAKE AND MODEL	Tons Capacity	Weight with Battery (Lbs.)	CHASSIS PRICE: With Battery	CHASSIS PRICE: Without Battery	Wheel Base (Ins.)	TIRES, TYPE AND SIZE: Front, (Ins.)	TIRES, TYPE AND SIZE: Rear, (Ins.)	MOTORS: Location	MOTORS: Make	MOTORS: Number	MOTORS: Total Horse Power	CONTROLLER: Location	CONTROLLER: Lever Location	CONTROLLER: Number of Forward Speeds	DRIVE: First Reduction	DRIVE: Final Drive	DRIVE: Total Gear Reduction
Autocar	1	Var.	Var.	$2400	107	S-34x4	S-34x5	Under S.	G E.	1	8	Under S.	Left of S.	5	Bevel	Spur	10.6
Autocar	2	Var.	Var.	2800	120	S-34x5	S-34x6	Under S.	G E.	1	8	Under S.	Left of S.	5	Bevel	Spur	10.6
Autocar	3	Var.	Var.	3200	128	S-34x5	S-36x8	Under S.	G E.	1	8	Under S.	Left of S.	5	Bevel	Spur	13.7
Autocar	4	Var.	Var.	4000	138	S-34x6	S-36x12	Under S.	G E.	1	8	Under S.	Left of S.	5	Bevel	Spur	13.7
Autocar	5	Var.	Var.	4300	138	S-34x7	S-36x14	Under S.	G E.	1	8	Under S.	Left of S.	5	Bevel	Spur	13.7
C-T Electric D1	½	Var.	Var.	.....	108	S-36x3	S-36x3½	Unit with R A.	G E.	2	3	Steer C.	Below S W.	4	Spur	Spur	11.5
C-T Electric D1-5	¾	Var.	Var.	.....	116	S-36x3	S-36x4	Unit with R A.	G E.	2	3	Steer C.	Below S W.	4	Spur	Spur	11.5
C-T Electric B1-5	¾	Var.	Var.	.....	94	S-36x3	S-36x4	Unit with R A.	G E.	2	3	Steer C.	Below S W.	4	Spur	Spur	11.5
C-T Electric B2	1	Var.	Var.	.....	96	S-36x3½	S-36x5	Unit with R A.	G E.	2	3	Steer C.	Below S W.	4	Spur	Spur	11.5
C-T Electric D-2	1	Var.	Var.	.....	124	S-36x3½	S-36x5	Unit with R A.	G E.	2	3	Steer C.	Below S W.	4	Spur	Spur	11.5
C-T Electric B-4	2	Var.	Var.	.....	116	S-36x4	S-36x4d	Unit with R A.	G E.	2	4	Steer C.	Below S W.	4	Spur	Spur	12.1
C-T Electric C-6	3	Var.	Var.	.....	122	S-36x4	S-36x4d	Unit with R A.	G E.	2	3	Steer C.	Below S W.	4	Spur	Spur	20.1
C-T Electric C-7	3½	Var.	Var.	.....	126	S-36x5	S-36x5d	Unit with R A.	G E.	2	4	Steer C.	Below S W.	4	Spur	Spur	17.3
C-T Electric A-7	3½	Var.	Var.	.....	122	S-36x6	S-36x4d	On F & R Axles	G E.	4	6	Steer C.	Below S W.	4	Spur	Spur	17.3
C-T Electric A-10	5	Var.	Var.	.....	132	S-36x7	S-36x5d	On F & R Axles	G E.	4	6	Steer C.	Below S W.	4	Spur	Spur	20.1
Kelland AT	½	3350*	$2550*	.....	102	S-34x3	S-34x3	Sep Unit	G E.	1	3-6	Under F.	Right of S.	4	Spur	Bevel	9.5
Kelland ATS	½	3100*	2950*	.....	102	S-34x3	S-34x3	Sep Unit	G E.	1	3-6	Under F.	Right of S.	4	Spur	Bevel	9.5
Kelland A-H	½	3400*	3100*	.....	106	S-36x3	S-36x3	Sep Unit	G E.	1	3-6	Under F.	Below S W.	4	S-Cha.	R-Cha.	9.0
Kelland B-H	¾	3650*	3400*	.....	106	S-36x3½	S-36x3½	Sep Unit	G E.	1	3-6	Under F.	Below S W.	4	S-Cha.	R-Cha.	10.4
Kelland BT	¾	3750*	2750*	.....	102	S-34x3½	S-34x3½	Sep Unit	G E.	1	3-6	Under F.	Right of S.	4	Spur	Bevel	11.0
Kelland BTS	¾	3350*	3250*	.....	102	S-34x3½	S-34x3½	Sep Unit	G E.	1	3-6	Under F.	Right of S.	4	Spur	Bevel	11.0
Kelland CH	1	3950*	3350*	.....	106	S-36x3½	S-36x4	Sep Unit	G E.	1	3-6	Under F.	Below S W.	4	S-Cha.	R-Cha.	11.3
Kelland CT	1	4150*	2950*	.....	102	S-34x3½	S-34x4	Sep Unit	G E.	1	3-6	Under F.	Right of S.	4	Spur	Bevel	13.0
Kelland CTS	1	3650*	3450*	.....	102	S-34x3½	S-34x4	Sep Unit	G E.	1	3-6	Under F.	Right of S.	4	Spur	Bevel	13.0
Lansden	½-¾	3350	Var.	1600	108	P-32x4½	P-32x4½	Unit with R A.	G E.	1	3	In Dash.	Below S W.	4	Herr	Heli	10.0
Lansden	1	3750	Var.	1850	112	P-33x5	P-33x5	Unit with R A.	G E.	1	3	In Dash.	Below S W.	4	Herr	Heli	10.0
Lansden	2	6750	Var.	2250	121	C-36x4	C-36x3½d	Unit with J S.	G E.	1	4½	In Dash.	Below S W.	5	Bevel	R-Cha.	12.0
Lansden	3½	8150	Var.	2950	133	C-36x5	C-36x5d	Unit with J S.	G E.	1	6	In Dash.	Below S W.	5	Bevel	R-Cha.	13.0
Lansden	5	10500	Var.	3350	146	C-36x6	C-36x6d	Unit with J S.	G E.	1	7½	In Dash.	Below S W.	5	Bevel	R-Cha.	14.0
Milburn 27D	½	2925	1600	1085	105	P-33x4	P-33x4	Unit with R A.	G E.	1	4	Under S.	Left of S	4	None	Worm	11.6
Milburn 43	½-¾	3370	2195	1585	115	P-32x4½	P-32x4½	Unit with R A.	G E.	1	4½	Under F.	.....	4	None	Worm	10.3
Milburn 40	1-1¼	3910	2650	1985	128	P-32x4½	P-33x5	Unit with R A.	G E.	1	4½	.....	Right of S	.....	None	Worm	.....
O. B. B	2	Var.	Var.	2650	107	S-36x4	S-36x3½d	Unit with J S.	G E.	1	.....	Under S.	Left of S	Var	S-Cha.	S-Cha.	.....
O. B. C	3½	Var.	Var.	3750	135	S-36x5	S-36x4d	Unit with J S.	G E.	1	.....	Under S.	Left of S	Var	S-Cha.	R-Cha.	.....
O. B. D	5	Var.	Var.	3950	143	S-36x6	S-36x5d	Unit with J S.	G E.	1	.....	Under S.	Left of S	Var	S-Cha.	S-Cha.	.....
Steinmetz 10	½	3350*	2050*	1700	108	P-32x4½	P-32x4½	Unit with R A.	Own.	1	3	Back S.	Left of S	4	Bevel	Spur	13.4
Steinmetz 15	¾	3800*	2255*	1850	114	P-33x5	P-33x5	Unit with R A.	Own.	1	3	Back S.	Left of S	4	Bevel	Spur	13.4
Walker 12	½	Var.	Var.	.....	104	S†-32x3	S†-32x3½	Unit with D S.	G E.	1	.....	Under F.	Below S W.	4	None	Bevel	5.6
Walker 15	¾	Var.	Var.	.....	94	S-34x3	S-36x3½	Unit with D S.	West.	1	.....	Under S.	Left of S	5	None	Spur	16.3
Walker 22	1	Var.	Var.	.....	101	S-34x3½	S-36x4	Unit with R A.	West.	1	.....	Under S.	Left of S	5	None	Spur	16.3
Walker 42	2	Var.	Var.	.....	114	S-36x4	S-36x6	Unit with R A.	West.	1	.....	Under S.	Left of S	5	None	Spur	14.0
Walker P	3½	Var.	Var.	.....	131	S-36x5	S-38x5d	Unit with R A.	West.	1	.....	Under S.	Left of S	5	None	Spur	18.1
Walker N	5	Var.	Var.	.....	141	S-36x6	S-38x6d	Unit with R A.	West.	1	.....	Under S.	Left of S	5	None	Spur	18.1
Walter HD	1	4000	2650	2200	98	S-32x3½	S-32x4	Sep Unit	Diehl	1	4½	Under S.	Left of S	5	None	Bevel	7.0
Walter EN	2	6700	3975	3100	114	S-36x4	S-36x7	Unit with J S.	G E.	1	5½	Under S.	Right of S	5	Bevel	Spur	10.0
Walter	5	10100	5700	4500	150	S-36x6	S-40x6D	Unit with J S.	G E.	1	7	Under S.	Right of S	5	Bevel	Spur	14.0
Ward A211	2-2½	Var.	Var.	.....	88	S†32x3	S†32x3½	Unit with D S.	G E**.	1	3	Under F.	Left of S	4	None	Worm	14.0
Ward B222	2½-3	Var.	Var.	.....	91	S-32x3½	S-32x4	Unit with D S.	G E**.	1	4	Under F.	Left of S	4	None	Worm	14.0
Ward C211	3½-4	Var.	Var.	.....	96	S-32x3½	S-34x5	Unit with D S.	G E**.	1	4.2	Under F.	Left of S	4	None	Worm	14.0
Ward E211	5-6	Var.	Var.	.....	108	S-34x4	S-36x6	Unit with D S.	G E**.	1	5	Under F.	Left of S	4	None	Worm	14.0
Ward G211	7-8	Var.	Var.	.....	120	S-36x5	S-36x8	Unit with D S.	G E**.	1	6	Under F.	Left of S	4	None	Worm	17.0
Ward J211	10-11¼	Var.	Var.	.....	136	S-36x6	S-36x10	Unit with D S.	G E**.	1	8	Under F.	Left of S	5	None	Worm	13.0
Ward M211	14-15½	Var.	Var.	.....	152	S-36x7	S-36x7d	Unit with D S.	G E**.	1	10	Under F.	Left of S	5	None	Worm	13.0

ABBREVIATIONS:
*—With battery specified in table
**—And Westinghouse
‡—Battery make optional
†—Pneumatics optional
Back S—Back of Seat
Below S W—Below Steering Wheel
C—Cushion
Cant—Cantilever
D—Dual
½ Ell—½ Elliptic
½ F—Semi-Floating
Flo—Full Floating
G. E.—General Electric
Heli—Helical Gear
Herr—Herringbone
Incl—Included in Price of Truck
Left of S W—Left of Steering Wheel
On F & R Axles—On Front and Rear Axles
Opt—Optional
P—Pneumatic
Plat—Platform
R Cha—Roller Chain
Rad Rods—Radius Rods
Rad & Spr—Radius Rods and Springs

American Stock Steel

MAKE & MODEL	Designed For	CAPACITY: For Vehicle Gross Weight (Lbs.)	CAPACITY: For Maximum Weight On Front Wheels (Lbs.)	Type	Gear Ratio	OUTSIDE DIAMETERS: Steering Gear (Ins.)	OUTSIDE DIAMETERS: Wheel Shaft (Ins.)	OUTSIDE DIAMETERS: Column Jacket (Ins.)	STEERING ARM: Center to Center Length (Ins.)	STEERING ARM: Maximum Angular Motion (Deg.)	MATERIALS: Housing	MATERIALS: Reduction Gear	MATERIALS: Nut or Cam	MATERIALS: Gear Shaft S.A.E. No.	MATERIALS: Wheel Spider	Adjustable for Wear?	BEARINGS: Thrust: Type	BEARINGS: Thrust: Number	BEARINGS: Thrust: Make	BEARINGS: Thrust: Diameter (Ins.)	BEARINGS: Thrust: Length (Ins.)	BEARINGS: Gear Shaft: Type	BEARINGS: Gear Shaft: Number	BEARINGS: Gear Shaft: Make	BEARINGS: Gear Shaft: Diameter (Ins.)	BEARINGS: Gear Shaft: Length (Ins.)	CONTROL LEVERS: Location	CONTROL LEVERS: Type	Adapted for Right Hand Drive?	Weight Complete (Lbs.)
Gemmer 75	Cars	Var.	Var.	W&S.	9½	18	1	1½	7‡	100	Mal.	1020	1020	1020	W-A	Yes.	Ball.	2	Nice.	¼	⅝	Plain.	2	Own.	.....	.....	AW.	SL.	Yes.	254
Gemmer 80	Cars	Var.	Var.	.....	11½	18	1	1¾	7‡	100	Mal.	1020	1020	1020	W-A	Yes.	Ball.	2	Nice.	¼	⅝	Plain.	2	Own.	.....	.....	AW.	SL.	Yes.	30
Gemmer R	Trucks	Var.	Var.	W&W.	10½	20‡	1½	2	9	Var.	Mal.	1020	1020	1020	Opt.	No.	Ball.	2	Nice.	.....	.....	Plain.	2	Own.	.....	.....	BW.	Qua.	Yes.	100
Gemmer T	Trucks	Var.	Var.	W&S.	9½	20‡	1½	1¾	9	Var.	Mal.	1020	1020	1020	Opt.	No.	Ball.	2	Nice.	¼	⅝	Plain.	2	Own.	.....	.....	BW.	Qua.	Yes.	87
Jacox 12A	Cars	Var.	Var.	S&N.	10	17	1	1½	Var.	75	C I.	1045	N I.	1035	Opt‡	Yes.	Ball.	1	Spec.	2	1⅛	Plain.	3	Own.	1	1⅛	Opt.	Opt.	Yes.	33
Jacox 13A	Cars	Var.	Var.	S&N.	11	17	1	1½	Var.	75	Mal.	1045	Bro.	1035	Al‡	Yes.	Ball.	1	Nice.	2 1/16	⅝	Plain.	3	Own.	1	1⅛	Opt.	Opt.	Yes.	37
Jacox 15A	C & T	Var.	Var.	S&N.	12¼	18	1	1¾	Var.	75	Mal.	1045	Bro.	1035	Wo‡	Yes.	Ball.	1	Nice.	2 1/16	⅝	Plain.	3	Own.	1¼	1⅛	Opt.	Opt.	Yes.	73
Jacox 10C	B & T	Var.	Var.	S&N.	11	20	2	2	Var.	75	Mal.	1045	Bro.	1035	Ma‡	Yes.	Ball.	1	Spec.	2½	1 1/16	Plain.	3	Own.	1½	1⅝	Opt.	Opt.	Yes.	Var.
Lavine 2100	C, T, B, Tr	Var.	Var.	S&N.	9⅝	Opt.	1⅛	1¾	Opt.	Var.	Mal.	Spec	St.	Spec	Opt.	Yes.	Ball.	1	Own.	Var.	Var.	Plain.	2	Own.	Var.	Var.	Opt.	Opt.	Yes.	Var.
Lavine M25	C, T, B, Tr	13000	Var.	S&N.	10‡	Opt.	1⅛	1¾	Opt.	40	Mal.	Spec	Spec	Spec	Mal.	Yes.	Ball.	1	Nice.	.....	.....	Plain.	2	Own.	.....	.....	Opt.	Opt.	Yes.	Var.
Lavine L25	C, T, B, Tr	8000	Var.	S&N.	9‡	Opt.	1⅛	1¾	Opt.	40	Mal.	Spec	Spec	Spec	Mal.	Yes.	Ball.	1	Nice.	.....	.....	Plain.	2	Own.	.....	.....	Opt.	Opt.	Yes.	Var.
Muncie 551, 400	Cars	2400	1400	Hel.	7½	Opt.	¾	1½	6 1/16	360	Mal.	Spec	Spec	Spec	NF.	Yes.	B&T†	..	Own.	Var.	Var.	Plain.	2	Own.	1	1¾	NF.	NF.	Yes.	Var.
Ross BA	Trucks	2000	Var.	S&N.	9	18	1	1½	Opt.	90	Mal.	1020	Bro.	3120	Opt.	No.	Ball.	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	BW.	Qua.	Yes.	Var.
Ross BB	Trucks	5000	Var.	S&N.	9	18	1	1½	Opt.	90	Mal.	1020	Bro.	3120	Opt.	No.	Ball.	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	BW.	Qua.	Yes.	Var.
Ross BF	Trucks	14000	Var.	S&N.	12	22	1⅜	1¾	Opt.	90	Mal.	1020	Bro.	3120	Opt.	No.	Ball.	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	BW.	Qua.	Yes.	Var.
Ross BL	T & B	5000	Var.	S&N.	12	18	1	1¾	Opt.	60	Mal.	1020	1040	3120	Opt.	No.	Ball.	2	Own.	Var.	Var.	Plain.	..	Own.	Var.	Var.	BW.	Qua.	Yes.	Var.

Truck Specifications

DRIVE					SPRINGS TYPE		PERFORMANCE				BATTERY									
Type of Axle or Jackshaft	Propulsion Taken By	Torque Taken By	Steering Wheel Location	Distance from Ground to Top of Frame at Dash (Ins.)	Front	Rear	Miles per Charge		Speed in M.P.H.		Location	Make	Model	Price	Voltage	Ampere Hour Capacity	Number of Plates	Number of Cells	Number of Trays	MAKE AND MODEL
							Loaded	Light	Loaded	Light										
Flo.	Springs	Springs	Left	31	½ Ell.	Plat.	Var.	Var.	Var.	Var.	Under F A.	Opt.								Autocar
Flo.	Springs	Springs	Left	31	½ Ell.	Plat.	Var.	Var.	Var.	Var.	Under F A.	Opt.								Autocar
Flo.	Springs	Springs	Left	34	½ Ell.	½ Ell.	Var.	Var.	Var.	Var.	Under F A.	Opt.								Autocar
Flo.	Springs	Springs	Left	34	½ Ell.	½ Ell.	Var.	Var.	Var.	Var.	Under F A.	Opt.								Autocar
Flo.	Springs	Springs	Left	34	½ Ell.	½ Ell.	Var.	Var.	Var.	Var.	Under F A.	Opt.								Autocar
Flo.	Rad & Spr.	Rad & Spr.	Left	33¼	½ Ell.	½ Ell.	50	Var.	13	14	Under F A.	Opt.								C-T Electric D1
Flo.	Rad & Spr.	Rad & Spr.	Left	33	½ Ell.	½ Ell.	55	Var.	13	14	Under F A.	Opt.								C-T Electric D1-5
Flo.	Rad & Spr.	Rad & Spr.	Left	32¾	½ Ell.	½ Ell.	55	Var.	13	14	Under F A.	Opt.								C-T Electric B1-5
Flo.	Rad & Spr.	Rad & Spr.	Left	32½	½ Ell.	½ Ell.	50	Var.	12	14	Under F A.	Opt.								C-T Electric B2
Flo.	Rad & Spr.	Rad & Spr.	Left	33	½ Ell.	½ Ell.	50	Var.	12	14	Under F A.	Opt.								C-T Electric D-2
Flo.	Rad & Spr.	Rad & Spr.	Left	35¼	½ Ell.	½ Ell.	45	Var.	10	12	Under F A.	Opt.								C-T Electric B-4
Dead	Rad & Spr.	Rad & Spr.	Left	36½	½ Ell.	½ Ell.	40	Var.	8	10	Under F A.	Opt.								C-T Electric C-6
Dead	Rad & Spr.	Rad & Spr.	Left	36¼	½ Ell.	½ Ell.	45	Var.	8	10	Under F A.	Opt.								C-T Electric C-7
Dead	Rad & Spr.	Rad & Spr.	Left	38⅛	½ Ell.	½ Ell.	45	Var.	9	11	Under F A.	Opt.								C-T Electric A-7
Dead	Rad & Spr.	Rad & Spr.	Left	38⅝	½ Ell.	½ Ell.	40	Var.	9	11	Under F A.	Opt.								C-T Electric A-10
¼ F.	Springs	Springs	Left	30	½ Ell.	½ Ell	35	45	15	17	Under S.	Exide‡		Incl.	83	136	9	42	12	Kelland AT
¼ F.	Springs	Springs	Left	30	½ Ell.	½ E l.	35	45	15	17	U H & U S.	Edison‡	A-4	Incl.	73	150	4	60	11	Kelland ATS
½ F.	Rad Rods	Springs	Left	36	½ Ell.	½ Ell.	30	40	13	15	Under F A.	Edison‡	A-4	Incl.	73	150	4	60	10	Kelland A-H
½ F.	Rad Rods	Springs	Left	36	½ Ell.	½ Ell.	35	45	12	14	Under F A.	Edison‡	A-5	Incl.	73	187½	5	60	10	Kelland B-H
¼ F.	Springs	Springs	Left	30	½ Ell.	½ Ell.	40	50	13	15	Under S.	Exide‡		Incl.	83	170	11	42	12	Kelland BT
¼ F.	Springs	Springs	Left	30	½ Ell.	½ Ell.	40	50	13	15	U H & U S.	Edison‡	A-5	Incl.	73	187½	5	60	11	Kelland BTS
½ F.	Rad Rods	Springs	Left	36	½ Ell.	½ Ell.	40	50	11	13	Under F A.	Edison‡	A-6	Incl.	73	225	6	60	12	Kelland CH
¼ F.	Springs	Springs	Left	30½	½ Ell.	½ Ell.	45	55	12	14	Under S.	Exide‡		Incl.	83	204	13	42	12	Kelland CT
¼ F.	Springs	Springs	Left	30	½ Ell.	½ Ell.	45	55	12	14	U H & U S.	Edison‡	A-6	Incl.	73	225	6	60	11	Kelland CTS
Flo.	Springs	Springs	Left	30	½ Ell.	½ Ell.	50	Var.	17	Var.	U H & U S.	Opt.								Lansden
Flo.	Springs	Springs	Left	31	½ Ell.	½ Ell.	50	Var.	15	Var.	U H & U S.	Opt.								Lansden
Flo.	Rad Rods	None	Left	36	½ Ell.	½ Ell.	50	Var.	12	Var.	Under F A.	Opt.								Lansden
Flo.	Rad Rods	None	Left	39	½ Ell.	½ Ell.	45	Var.	12	Var.	Under F A.	Opt.								Lansden
Flo.	Rad Rods	None	Left	39	½ Ell.	½ Ell.	40	Var.	10	Var.	Under F A.	Opt.								Lansden
Flo.	Springs	Springs	Left	31½	½ Ell.	Cant.	50	75	20	22	U H & U S.	Philco	PX.	$515	80	156	13	40	2	Milburn 27D
Flo.	Springs	Springs	Left		½ Ell.	½ Ell.	55	80	17	19	U H & U S.	Philco	PMT.	655	84	180	13	42	2	Milburn 43
Flo.	Springs	Springs	Left		½ Ell.	½ Ell.	50	65	15	17	U H & U S.	Philco	PMT.	724	84	210	15	42	2	Milburn 40
Dead	Rad Rods	Tor Arm	Left		½ Ell.	½ Ell.	48	52	13	15	Under F A.	Opt.								O. B. B
Dead	Rad Rods	Tor Arm	Left		½ Ell.	½ Ell.	48	52	10	11	Under F A.	Opt.								O. B. C
Dead	Rad Rods	Tor Arm	Left		½ Ell.	½ Ell.	42	45	10	11	Under F A.	Opt.								O. B. D
½ F.	Springs	Tor Arm	Left	34	½ Ell.	½ Ell	60	70	16½	17½	U H & U S.	Opt.								Steinmetz 10
½ F.	Springs	Tor Arm	Left	34	½ Ell.	½ Ell.	60	70	16½	17½	U H & U S.	Opt.								Steinmetz 15
¾ F.	Springs	Springs	Left	25½	½ Ell.	½ Ell.	Var.	Var.	14	15	U H & U S.	Opt.								Walker 12
Flo.	Springs	Springs	Left	32½	½ Ell.	½ Ell.	Var.	Var.	Var.	Var.	Under F A.	Opt.								Walker 15
Flo.	Springs	Springs	Left	34	½ Ell.	½ Ell.	Var.	Var.	Var.	Var.	Under F A.	Opt.								Walker 22
Flo.	Springs	Springs	Left	35	½ Ell.	½ Ell.	Var.	Var.	Var.	Var.	Under F A.	Opt.								Walker 42
Flo.	Springs	Springs	Left	40	½ Ell.	½ Ell.	Var.	Var.	Var.	Var.	Under F A.	Opt.								Walker P
Flo.	Springs	Springs	Left	40	½ Ell.	½ Ell.	Var.	Var.	Var.	Var.	Under F A.	Opt.								Walker N
½ F.	Springs	Springs	Left	26	½ Ell.	½ Ell	50	60	14	15	Under F A.	Philco	WNT.	661	85	180	13	42	2	Walter HD
Flo.	Springs	Springs	Left	36	½ Ell.	½ Ell	40	60	11	12	Under F A.	Exide	MB1.	1232	85	270	17	42	8	Walter EN
Flo.	Springs	Springs	Left	41	½ Ell.	½ Ell	40	50	10	11	Under F A.	Exide	MU1.	1655	85	375	23	42	12	Walter
½ F.	Springs	Springs	Left	29	½ Ell.	½ Ell.	Var.	Var.	Var.	Var.	Under S.	Opt.								Ward A211
½ F.	Springs	Springs	Left	30	½ Ell.	½ Ell	Var.	Var.	Var.	Var.	Under S.	Opt.								Ward B222
½ F.	Springs	Springs	Left	31	½ Ell.	½ Ell.	Var.	Var.	Var.	Var.	Under S.	Opt.								Ward C211
½ F.	Springs	Springs	Left	32	½ Ell.	½ Ell	Var.	Var.	Var.	Var.	Under S.	Opt.								Ward E211
½ F.	Springs	Springs	Left	33	½ Ell.	½ Ell.	Var.	Var.	Var.	Var.	Under S.	Opt.								Ward G211
½ F.	Springs	Springs	Left	34½	½ Ell.	½ Ell.	Var.	Var.	Var.	Var.	Under S.	Opt.								Ward J211
½ F.	Springs	Springs	Left	36	½ Ell.	½ Ell.	Var.	Var.	Var.	Var.	Under S.	Opt.								Ward M211

Right of S W—Right of Steering Wheel
S—Solid
S Cha—Silent Chain
Sep Unit—Separate Unit
Steer C—Steering Column
Tor Arm—Torque Arm
U H & U S—Under hood and under seat
Under F—Under floor board
Under F A—Under frame amidships
Under S—Under Seat
Unit with D S—Unit with Drive Shaft
Unit with J S—Unit with Jackshaft
Unit with R A—Unit with Rear Axle
U S & O FA—Under seat and over frame amidships
Var—Varies according to make and capacity of battery employed
West—Westinghouse

ing Gear Specifications

MAKE & MODEL	Designed For	CAPACITY		Type	Gear Ratio	OUTSIDE DIAMETERS			STEERING ARM		MATERIALS					Adjustable for Wear?	BEARINGS									CONTROL LEVERS		Adapted for Right Hand Drive?	Weight Complete Lbs.)
																	Thrust					Gear Shaft								
		For Vehicle Gross Weight (Lbs.)	For Maximum Weight On Front Wheels (Lbs.)			Steering Gear (Ins.)	Wheel Shaft (Ins.)	Column Jacket (Ins.)	Center to Center Length (Ins.)	Maximum Angular Motion (Deg.)	Housing	Reduction Gear	Nut or Cam	Gear Shaft S.A.E. No.	Wheel Spider		Type	Number	Make	Diameter (Ins.)	Length (Ins.)	Type	Number	Make	Diameter (Ins.)	Length (Ins.)	Location	Type		
Ross BM	T & B	6000	Var.	S&N	15	22	1½	2¼	Opt.	60	Mal.	1020	1040	3120	Opt.	No.	Ball	2	Own	Var.	Var	Plain.		Own	Var.	Var.	Opt.	Qua.	Yes.	Var.
Ross C	C & T	3200	Var.	C&L	Var.	18	1½	1¾	Opt.	70	Mal.	1020	1020		Opt.	Yes.	Ball	2	Own	Var.	Var.	Plain.		Own	Var.	Var.	AW.	SL.	Yes.	Var.
Ross E	C, T & B	3800	Var.	C&L	Var.	18	1½	1¾	Opt.	70	Mal.	1020	1020		Opt.	Yes.	Ball	2	Own	Var.	Var.	Plain.		Own	Var.	Var.	Opt.	SL.	Yes.	Var.
Ross H & S	T & B	6000	Var.	C&L	Var.	18	1½	1¾	Opt.	70	Mal.	3120	1020		Opt.	Yes.	Ball	2	Own	Var.	Var	Plain.		Own	Var.	Var	Opt.	SL.	Yes.	Var.
Ross I&T	T & B	7000	Var.	C&L	Var.	22	1½	2¼	Opt.	70	Mal.	3120	1020		Opt.	Yes.	Ball	2	Own	Var.	Var.	Plain.		Own	Var.	Var.	Opt.	SL.	Yes.	Var.
Ross O	Cars	2400	Var.	C&L	Var.	18	1½	1‡‡	Opt.	70	Mal.	1020	1020		Opt.	Yes.	Ball	2	Own	Var.	Var.	Plain.		Own	Var.	Var.	AW.	SL.	Yes	Var.
Wohlrab 1	Cars	Var.	Var.	S&N	8‡	18‡	1¼	1‡‡	7‡	72	SS.	Spec	1020	1020	Mal.	Yes.	None.	0	None.	0	0	None.	0	None.	0	0	Opt.	Opt	Yes.	Var.
Wohlrab 2	Trucks	Var.	Var.	S&N	8‡	18‡	1¼	1‡‡	7‡	72	SS.	Spec	1020	1020	Mal.	Yes.	None.	0	None.	0	0	None.	0	None.	0	0	Opt.	Opt.	Yes.	Var.
Wohlrab 3	T & B	Var.	Var.	S&N	8‡	18‡	1¼	1‡‡	7‡	72	SS.	Spec	1020	1020	Mal.	Yes.	None.	0	None.	0	0	None.	0	None.	0	0	Opt.	Opt.	Yes.	Var.
Wohlrab 4	T & Tr.	Var.	Var.	S&N	8‡	18‡	1¼	1‡‡	7‡	72	SS.	Spec	1020	1020	Mal.	Yes.	Noze.	0	None.	0	0	None	0	None.	0	0	Opt.	Opt.	Yes.	Var.
Wohlrab 5	T & Tr.	12000	4000	S&N	8‡	22‡	1¼	2	12	72	SS.	Spec	1020	1020	Mal.	Yes.	None	0	None.	0	0	None.	0	None.	0	0	Opt.	Opt.	Yes.	Var.

ABBREVIATIONS:
Al—Aluminum
AW—Above Wheel
B—Buses
B-B—Bound Brook
B&P—Ball and Plain
Bro—Bronze
Bunt—Bunting
BW—Below Wheel
C—Cars
C&L—Cam and Lever
CI—Cast Iron
Hel—Helical
Mal—Malleable
NF—Not Furnished
NI—Nickel Iron
Opt—Optional
Pla—Planetary
Qua—Quadrant
Shaf—Shafer
S&N—Screw and Nut
SL—Short Levers
Spec—Special
SS—Semi Steel
St—Steel
T—Trucks
Tr—Tractors
Var—Varies
W&A—Wood or Aluminum
W&S—Worm and Sector
W&W—Worm and Wheel
Wo—Wood
†—Varies
‡—Material Optional

Continental Gasoline Truck Chassis Specifications

MAKE AND MODEL	GENERAL INFORMATION: Tons Capacity	Wheel base (In.)	Track (In.)	Tire Size and Type: Front (m.m.)	Tire Size and Type: Rear (m.m.)	ENGINE: Bore and Stroke (In.)	Suspension: No. of Points	Suspension: Main or Sub-frame	Cylinders: Head	Cylinders: Valve Arrangement	Cylinders: No. Cast One Block	Camshaft: Drive	Camshaft: Gear Material	Oiling System	Water Circulation	Fuel System: Carbureter Make	Fuel System: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Sources	Equipped with Starter	Equipped with Generator	TRANSMISSION: Clutch Type	Gearset: Location	Gearset: No. of Speeds	Gearset: Position of Lever	Universal Joints: Front	Universal Joints: Rear	Rear Axle: Final Drive	Rear Axle: Propulsion Taken by	Rear Axle: Torque Taken by	RUNNING GEAR: Brakes: Foot Type & Location	Brakes: Hand Type & Location	Steering Gear: Type	Steering Gear: Location	Chassis Lubrication	Wheels Type	MAKE AND MODEL
FRENCH																																					
Ariès	6	161	65	S-970x160	1000x130d	4-3.93x5.90	4	Su	Int	L	4	Heli		Pres	ThS	Solex	Grav	Opt	Mag	No	No	MD	SeU	4	R	Met	Met	Ch	RR	Sp	T	R	WS	R	GC	CS	Ariès
Ariès	4	161	56	S-940x130	1000x130d	4-3.54x5.90	4	Su	Int	L	4	Heli		Pres	ThS	Solex	Grav	Opt	Mag	No	No	MD	SeU	4	R	Met	Met	Ch	RR	Sp	T	R	WS	R	GC	CS	Ariès
Ariès	1	125	54	P-835x135	835x135d	4-3.34x5.51	4	Su	Int	L	4	Heli		Pres	ThS	Solex	Grav	Opt	Mag	No	No	MD	SeU	4	R	Met	Met	ST	Sp	TT	T	R	WS	R	GC	Disk	Ariès
Ariès	1½	116	40	P-730x130	730x130	4-2.36x3.77	3	Su	Int	L	4	Heli		Pres	ThS	Solex	Grav	Duce	Mag	Yes	Yes	MD	SeU	3	R	Fab	Fab	ST	Sp	TT	R	T	WS	L	GC	Disk	Ariès
Ariès	¼	100	40	P-715x115	715x115	4-2.36x3.34	3	Su	Int	L	4	Heli		Pres	ThS	Solex	Grav	Duce	Mag	Yes	Yes	MD	SeU	3	R	Fab	Fab	ST	Sp	TT	R	R	WS	L	GC	Disk	Ariès
Berliet	¼	110	57	P-730x130	730x130	4-2.44x3.77	3	Ma	Det	I	4	Heli		Pres	ThS	Zeni	Grav	SEV	Mag	Yes	Yes	Sp	Eng	4	C	Fab	Fab	Sp	Sp	Sp	F	R	WS	L	PG	Disk	Berliet
Berliet	¾	120	56	P-820x120	820x120	4-3.14x5.11	3	Ma	Det	L	4	Heli		Pres	ThS	Solex	Vacu	N-E	Mag	Yes	Yes	MD	Eng	4	C	Fab	Non	Sp	Sp	TT	T	R	WW	R	PG	Disk	Berliet
Berliet	1	126	56	P-820x120	820x120d	4-3.14x5.11	3	Ma	Det	L	4	Heli		Pres	ThS	So lex	Vacu	N-E	Mag	Yes	Yes	MD	Eng	4	C	Fab	Fab	Sp	Sp	Sp	T	R	WW	R	PG	Disk	Berliet
Berliet	1½	144	62	P-820x120	820x120d	4-3.14x5.11	3	Ma	Det	L	4	Heli		Pres	ThS	Zeni	Vacu	N-E	Mag	Yes	Yes	MD	Eng	4	C	Fab	Fab	Sp	Sp	Sp	T	R	WW	R	PG	Disk	Berliet
Berliet	2½	150	62	P-955x155	955x155d	4-3.54x5.11	3	Ma	Det	L	4	Heli		Pres	ThS	Zeni	Vacu	N-E	Mag	Yes	Yes	MD	Eng	4	C	Fab	Fab	Wo	Sp	Sp	F	R	WW	R	PG	Disk	Berliet
Berliet	2½	157	67	P-955x155	955x155d	4-4.33x5.51	4	Ma	Det	I	4	Heli		Pres	Pump	Own	Vacu	N-E	Mag	Yes	Yes	MD	SeU	4	R	Met	.....	DR	Sp	TT	F	R	SN	R	PG	Disk	Berliet
Berliet	3½	165	70	P-955x155	955x155d	4-4.33x5.51	3	Ma	Int	L	4	Heli		Pres	Pump	Own	Vacu	N-E	Mag	Yes	Yes	MD	SeU	4	R	Met	Fab	Wo	Sp	Sp	T	R	SN	R	PG	Disk	Berliet
Berliet	5	160	70	S-950x140	1030x160d	4-4.33x5.51	4	Su	Int	L	4	Heli		Pump	Pump	Own	Grav	Opt	Mag	No	No	MD	SeU	4	R	Met	Met	Ch	Sp	RR	T	R	SN	R	PG	CS	Berliet
Berliet	5	157	70	S-1025x185	1025x185d	4-4.33x5.51	4	Su	Int	L	4	Heli		Pump	Pump	Own	Grav	Opt	Mag	No	No	MD	SeU	4	R	Fab	Fab	DR	Sp	Sp	T	R	SN	R	PG	CS	Berliet
Berliet	6½	165	70	S-950x140	950x140d	4-4.35x5.51	4	Su	Int	L	4	Heli		Pump	ThS	Own	Grav	Opt	Mag	No	No	MD	SeU	4	R	Fab	Fab	Wo	Sp	Sp	T	R	SN	R	PG	CS	Berliet
Chenard-Walcker	5	90	56	P-880x120	880x120d	4-3.14x5.90	4	Su	Int	L	4	Heli		Pres	ThS	Solex	Grav	SEV	Mag	No	No	Co	SeU	4	R	Met	Met	IG	Sp	TT	T	R	WS	R	GC	Disk	Chenard-Walcker
Chenard-Walcker	10	90	55	P-880x120	880x120d	4-3.14x5.90	4	Su	Int	L	4	Heli		Pres	ThS	Solex	Grav	SEV	Mag	No	No	Co	SeU	8	R	Met	Met	IG	Sp	TT	T	R	WS	R	GC	Disk	Chenard-Walcker
Chenard-Walcker	¼	111	47	P-710x90	710x90	4-3.14x5.90	4	Su	Int	L	4	Heli		Pres	ThS	Solex	Grav	SEV	Mag	Opt	Opt	Co	SeU	3	R	Met	Met	IG	Sp	TT	T	R	WS	R	GC	Disk	Chenard-Walcker
Chenard-Walcker	1½	112	52	P-765x105	765x105d	4-2.71x3.93	4	Su	Int	L	4	Heli		Pres	ThS	Solex	Grav	SEV	Mag	Opt	Opt	Co	SeU	4	R	Met	Met	IG	Sp	TT	T	R	WS	R	GC	Disk	Chenard-Walcker
Chenard-Walcker	1¾	135	59	P-895x135	895x135d	4-3.14x5.90	4	Su	Int	L	4	Heli		Pres	ThS	Solex	Grav	SEV	Mag	Opt	Opt	Co	SeU	4	R	Met	Met	IG	Sp	TT	T	R	WS	R	PG	Disk	Chenard-Walcker
Citroen	½	89	47	P-650x80	650x80	4-2.16x3.54	3	Mn	Det	L	4	Heli		Pres	ThS	Solex	Grav	R-B	Mag	Yes	Yes	SP	Eng	3	C	Fab	Fab	HB	Sp	Sp	T	R	WW	L	PG	Disk	Citroen
Citroen	½	111	47	P-765x105	765x105	4-2.67x3.93	3	Mn	Det	L	4	Heli		Pres	ThS	Solex	Grav	R-B	Mag	Yes	Yes	SP	Eng	3	C	Fab	Fab	HB	Sp	Sp	T	R	WW	L	PG	Disk	Citroen
Corre La Licorne	¼	106	51	P-710x90	710x90	4-2.55x4.12	4	Su	Det	L	4	Heli		Pres	ThS	Solex	Grav	Salm	Mag	Opt	Opt	Co	Eng	4	R	Met	Met	Sp	Sp	Sp	R	R	WS	R	PG	Disk	Corre La Licorne
Corre La Licorne	½	113	51	P-760x90	760x90	4-2.63x4.72	4	Su	Int	L	4	Chai		Pump	ThS	Solex	Grav	Salm	Mag	Opt	Opt	Co	Eng	4	R	Met	Met	Sp	Sp	Sp	R	R	WS	R	PG	Disk	Corre La Licorne
Corre La Licorne	1	127	56	P-820x120	820x120	4-2.95x5.11	4	Su	Det	L	4	Heli		Pres	ThS	Solex	Grav	Salm	Mag	Opt	Opt	Co	SeU	4	R	Met	Met	Sp	Sp	Sp	R	R	WS	R	PG	Disk	Corre La Licorne
Corre La Licorne	2	147	56	P-820x120	820x120d	4-3.34x5.11	4	Mn	Det	L	4	Heli		Pres	ThS	Solex	Grav	Salm	Mag	Opt	Opt	Co	SeU	4	R	Met	Met	ST	Sp	Sp	T	R	WS	R	PG	Disk	Corre La Licorne
Cottin Desgouttes	1½	138	59	P-895x135	895x135d	4-3.14x6.29	4	Mn	Det	L	4	Heli		Pres	Pump	Zeni	Vacu	Zeni	Mag	Opt	Opt	Co	Eng	4	R	Met	Met	DR	TT	TT	T	R	SN	R	GC	Disk	Cottin Desgouttes
Cottin Desgouttes	2	166	59	P-955x155	955x155d	4-3.54x6.29	4	Mn	Int	L	4	Heli		Pres	Pump	Zeni	Vacu	Zeni	Mag	Opt	Opt	Co	Eng	4	R	Met	Met	DR	SP	SP	F	R	SN	R	GC	Disk	Cottin Desgouttes
Crochat	3	145	65	S-930x120	1010x120d	4-3.54x5.90	4	Su	Int	L	4	Spur		Pres	Pump	Zeni	Grav	Opt	Mag	Yes	Yes	No	Ele	V	R	Met	Met	Ch	RR	SP	T	R	WS	R	GC	CS	Crochat
De Dion Bouton	½	116	51	P-765x105	765x105	4-2.75x4.72	3	Mn	Int	L	4	Heli		Pres	ThS	Solex	Grav	Vict	Mag	Yes	Yes	Sp	Eng	4	R	Met	Non	Sp	TT	TT	F	R	WS	R	GC	Disk	De Dion Bouton
De Dion Bouton	2	147	62	P-895x135	895x135d	4-3.34x5.11	3	Mn	Int	I	4	Heli		Pres	ThS	Solex	Grav	Vict	Mag	Yes	Yes	Sp	Eng	4	R	Met	Non	Sp	TT	TT	F	R	WS	R	GC	Disk	De Dion Bouton
De Dion Bouton	3	161	65	S-930x120	930x120d	4-3.93x5.51	3	Mn	Int	L	4	Heli		Pres	ThS	Solex	Grav	Vict	Mag	Yes	Yes	Sp	SeU	4	R	Met	Met	IG	SP	SP	T	R	WS	R	GC	CS	De Dion Bouton
De Dion Bouton	5	169	65	S-950x140	950x140d	4-3.93x5.90	4	Su	Int	L	4	Heli		Pres	ThS	Solex	Grav	Vict	Mag	No	No	Sp	SeU	4	R	Met	Met	IG	SP	SP	T	R	WS	R	GC	CS	De Dion Bouton
Delahaye	½	107	51	P-835x135	835x135	4-2.75x4.72	3	Mn	Int	L	4	Heli		Pump	Pump	Solex	Vacu	Opt	Mag	Yes	Yes	Sp	Eng	4	R	Met	Met	Sp	SP	SP	T	R	WS	R	PG	Wood	Delahaye
Delahaye	1	133	52	P-820x120	820x120d	4-3.34x5.11	3	Mn	Int	L	4	Heli		Pump	Pump	Solex	Vacu	Opt	Mag	Yes	Yes	Sp	SeU	4	R	Met	Met	Sp	SP	SP	T	R	WS	R	PG	Disk	Delahaye
Delahaye	2	143	59	P-935x135	935x135d	4-3.34x5.11	3	Mn	Int	L	4	Heli		Pump	Pump	Solex	Grav	Opt	Mag	Yes	Yes	Co	SeU	4	R	Met	Met	Sp	SP	SP	T	R	WS	R	PG	Disk	Delahaye
Delahaye	3	169	64	P-955x155	955x155d	4-3.34x5.11	4	Mn	Int	L	4	Heli		Pump	Pump	Claud	Grav	Opt	Mag	Yes	Yes	Co	SeU	4	R	Met	Met	Sp	SP	SP	F	R	WS	R	PG	Disk	Delahaye
Delahaye	4	158	64	S-940x130	1040x130d	4-3.93x6.29	4	Mn	Int	L	4	Heli		Pump	Pump	Claud	Grav	Opt	Mag	No	No	Co	SeU	4	R	Met	Met	Ch	RR	SP	T	R	WS	R	PG	Wood	Delahaye
Delahaye	4	161	66	P-955x155	955x155d	4-3.93x6.29	4	Mn	Int	L	4	Heli		Pump	Pump	Claud	Grav	Opt	Mag	No	No	Co	SeU	4	R	Met	Met	Ch	RR	SP	T	R	WS	R	PG	Disk	Delahaye
Delahaye	5	165	64	S-950x140	1030x160d	4-3.93x6.29	4	Mn	Int	L	4	Heli		Pump	Pump	Claud	Grav	Opt	Mag	No	No	Co	SeU	4	R	Met	Met	DR	RR	SP	T	R	WS	R	PG	Wood	Delahaye
Delaugere-Clayette	1	119	56	P-820x120	820x120d	4-2.95x4.72	4	Su	Det	L	4	Chai		Pres	ThS	Zeni	Grav	Opt	Mag	No	Yes	Co	SeU	4	R	Met	Met	Sp	SP	SP	T	R	WS	R	PG	Disk	Delaugere-Clayette
Delaugere-Clayette	3	155	64	S-950x140	1000x130d	4-3.93x5.51	4	Su	Det	L	2	Spur		Pres	ThS	Zeni	Grav	Opt	Mag	No	Yes	Co	SeU	4	R	Met	Met	Ch	SP	SP	T	R	WS	R	PG	Disk	Delaugere-Clayette
Dewald	5	157	67	S-950x140	1000x140d	4-4.33x5.90	4	Su	Int	L	2	Spur		Pres	Pump	Zeni	Grav	Opt	Mag	No	Yes	Co	SeU	4	R	Met	Met	Ch	RR	SP	T	R	WS	R	PG	Wood	Dewald
Dewald	10	177	68	S-1030x180	1030x200d	4-4.33x5.90	4	Su	Int	L	2	Spur		Pres	Pump	Zeni	Grav	Opt	Mag	No	Yes	Co	SeU	4	R	Met	Met	Ch	RR	SP	T	R	WS	R	PG	Wood	Dewald
Laffly	1¾	138	62	P-820x120	820x120d	4-3.14x5.11	4	Su	Int	L	4	Spur		Pump	Pump	Zeni	Grav	Opt	Mag	No	No	Co	SeU	4	R	Met	Met	ST	SP	SP	T	R	WS	R	GC	Disk	Laffly
Latil	1½	138	59	P-955x155	955x155d	4-3.34x5.11	3	Mn	Int	L	4	Spur		Pres	Pump	Solex	Vacu	SEV	Mag	Yes	Yes	Sp	Eng	4	C	Met	Met	ST	SP	SP	.....	R	WS	R	GC	Disk	Latil
Latil	TT	78	66	P-955x155	955x155d	4-4.12x5.57	3	Mn	Int	L	4	Spur		Pres	Pump	Solex	Grav	SEV	Mag	No	No	Co	Eng	6	C	Met	Met	IG	SP	SP	F	R	WS	R	GC	Disk	Latil
Latil	5	137	66	S-1000x140	1000x140d	4-4.12x5.51	3	Mn	Int	L	4	Spur		Pump	ThS	Solex	Grav	SEV	Mag	No	No	Co	Eng	4	R	Met	Met	IG	SP	SP	F	F	SN	R	GC	S	Latil
Latil	3	121	66	P-955x155	955x155d	4-4.12x5.51	3	Mn	Int	L	4	Spur		Pump	ThS	Solex	Grav	SEV	Mag	No	No	Co	Eng	4	R	Met	Met	IG	SP	SP	F	F	SN	R	GC	Disk	Latil
Mathis	½	90	43	P-700x80	700x 80	4-2.16x3.14	3	Mn	Int	L	4	Heli		Pump	ThS	Solex	Grav	Vauc	Mag	Yes	Yes	MD	Eng	4	R	Met	Met	ST	SP	SP	R	R	WS	R	PG	Disk	Mathis
Mathis	¼	108	43	P-710x90	710x 90	4-2.36x3.46	3	Mn	Int	L	4	Heli		Pump	ThS	Solex	Grav	Vauc	Mag	Yes	Yes	MD	Eng	4	R	Met	Met	ST	SP	SP	R	R	WS	R	PG	Disk	Mathis
Mathis	½	111	43	P-710x90	710x 90	4-2.36x3.93	3	Mn	Int	L	4	Heli		Pump	ThS	Solex	Grav	Vauc	Mag	Yes	Yes	MD	Eng	4	R	Met	Met	ST	SP	SP	R	R	WS	R	PG	Disk	Mathis
Peugeot	⅛	89	38	P-650x65	650x 65	4-1.96x3.34	3	Mn	Det	L	4	Chai		Spla	ThS	Zeni	Grav	SEV	Mag	No	No	Sp	Eng	3	C	Met	Non	Wo	SP	TT	R	R	Bev	R	PG	Wire	Peugeot
Peugeot	½	99	47	P-760x90	760x 90	4-2.59x4.12	3	Mn	Int	L	4	Chai		Spla	ThS	Zeni	Grav	SEV	Mag	Yes	Yes	MD	Eng	4	C	Met	Met	Wo	SP	TT	R	R	SN	L	PG	Wood	Peugeot
Peugeot	1½	137	59	P-955x155	955x155d	4-3.34x5.11	4	Su	Det	L	4	Spur		Pres	Pump	Zeni	Grav	SEV	Mag	Yes	Yes	Sp	Eng	4	C	Met	Met	IG	SP	TT	F	R	SN	L	PG	Disk	Peugeot

MAKE AND MODEL	Tons Capacity	GENERAL INFORMATION: Wheel base (In.)	Track (In.)	Tire Size and Type: Front (m.m.)	Rear (m.m.)	ENGINE: Bore and Stroke (In.)	Suspension: No. of Points	Suspension: Main or Sub-frame	Cylinders: Head	Cylinders: Valve Arrangement	Cylinders: No. Cast One Block	Camshaft: Drive	Camshaft: Gear Material	Oiling System	Water Circulation	Fuel System: Carbureter Make	Fuel System: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Sources	Equipped with Starter	Equipped with Generator	TRANSMISSION: Clutch Type	Gearset: Location	Gearset: No. of Speeds	Gearset: Position of Lever	Universal Joints: Front	Universal Joints: Rear	Rear Axle: Final Drive	Rear Axle: Propulsion Taken by	Rear Axle: Torque Taken by	RUNNING GEAR: Brakes: Foot Type & Location	Brakes: Hand Type & Location	Steering Gear: Type	Steering Gear: Location	Chassis Lubrication	Wheels Type	MAKE AND MODEL
Peugeot	3	153	64	S-940x130	1000x130d	4-3.93x5.90	4	Su..	Int..	L...	4	Spur	....	Pres..	Pump.	Zeni..	Grav.	SEV..	Mag.	No..	No..	Co...	SeU..	4	R...	Met..	Met.	Wo.	SP..	RR	R...	R...	SN..	R...	PG.	CS...	**Peugeot**
Panhard-Levassor	1½	106	51	P-820x120	820x120	4-2.36x4.12	3	Mn.	Det..	S...	4	Chai	....	Spla..	Pump.	Own..	Grav.	SEV..	Mag.	Opt..	Opt..	Co...	Eng..	4	R...	Rub..	Non.	SP..	TT.	TT	F...	R...	SN..	R...	GC.	Wood	**Panhard-Levassor.**
Panhard-Levassor	1	119	54	P-835x135	835x135	4-2.95x5.11	3	Mn.	Det..	S...	4	Chai	....	Spla..	Pump.	Own..	Grav.	SEV..	Mag.	Opt..	Opt..	MD.	Eng..	4	R...	Met..	Non..	SP..	TT.	TT	F...	R...	SN..	R...	GC.	Wood	**Panhard-Levassor.**
Panhard-Levassor	1½	142	62	P-880x120	880x120d	4-2.95x5.11	3	Mn.	Det..	S...	4	Chai	....	Spla..	Pump.	Own..	Grav.	SEV..	Mag.	Opt..	Opt..	MD.	Eng..	4	R...	Met..	Non..	SP..	TT.	TT	F...	R...	SN..	R...	GC.	Wood	**Panhard-Levassor.**
Panhard-Levassor	2	142	62	P-895x135	895x135d	4-2.95x5.11	3	Mn.	Det..	S...	4	Chai	....	Pump.	Pump.	Own..	Grav.	SEV..	Mag.	Opt..	Opt..	MD.	Eng..	4	R...	Met..	Non..	SP..	TT.	TT	F...	R...	SN..	R...	GC.	Wood	**Panhard-Levassor.**
Panhard-Levassor	3½	162	72	P-955x155	955x155d	4-3.34x5.51	3	Mn.	Det..	S...	4	Chai	....	Pump.	Pump.	Own..	Grav.	SEV..	Mag.	Opt..	Opt..	MD.	Eng..	4	R...	Met..	Non..	SP..	TT.	TT	F...	R...	SN..	R...	GC.	Wood	**Panhard-Levassor.**
Panhard-Levassor	4	162	72	P-1025x185	1025x185d	4-3.34x5.57	3	Mn.	Det..	S...	4	Chai	....	Pump.	Pump.	Own..	Grav.	SEV..	Mag.	Opt..	Opt..	MD.	Eng..	4	R...	Met..	Non..	SP..	TT.	TT	F...	R...	SN..	R...	GC.	Disk	**Panhard-Levassor.**
Renault	½	96	45	P-700x80	700x 80	4-2.28x3.55	3	Su..	Det..	L...	4	Heli..	....	Pump.	ThS..	Own..	Grav.	SEV..	Mag.	Yes..	Yes..	Co...	TT..	3	R...	Met..	Non..	SP..	TT.	TT	F...	R...	WS.	L...	GC.	Disk	**Renault**
Renault	¾	126	56	P-820x120	820x120	4-2.95x4.72	3	Su..	Int..	L...	4	Heli..	....	Pump.	ThS..	Own..	Grav.	SEV..	Mag.	Yes..	Yes..	Co...	TT..	3	R...	Met..	Non.	DR.	TT.	TT	F...	R...	WS.	L...	GC.	Disk	**Renault**
Renault	1½	145	59	P-835x135	835x135d	4-3.34x5.51	3	Su..	Int..	L...	4	Heli..	....	Pump.	ThS..	Own..	Grav.	SEV..	Mag.	Yes..	Yes..	Co...	TT..	4	R...	Met..	Non.	DR.	TT.	TT	F...	R...	WS.	R...	GC.	Disk	**Renault**
Renault	3	160	59	P-955x155	955x155d	4-3.93x6.29	3	Su..	Int..	L...	4	Heli..	....	Pump.	ThS..	Own..	Grav.	SEV..	Mag.	Yes..	Yes..	Co...	SeU..	4	R...	Met..	Non.	DR.	SP..	TT	F...	R...	WS.	R...	GC.	Disk	**Renault**
Renault	5	165	68	P-1025x185	1025x185d	4-3.93x6.29	3	Su..	Int..	L...	4	Heli..	....	Pump.	ThS..	Own..	Grav.	SEV..	Mag.	No..	No..	Co...	SeU..	4	R...	Met..	Non.	IG..	SP..	TT	F...	R...	WS.	R...	GC.	Disk	**Renault**
Renault	5	170	68	S-950x140	1030x160d	4-3.93x6.29	3	Su..	Int..	L...	4	Heli..	....	Pump.	ThS..	Own..	Grav.	SEV..	Mag.	No..	No..	Co...	SeU..	4	R...	Met..	Non.	IG..	SP..	TT	F...	R...	WS.	R...	GC.	CS...	**Renault**
Renault	7½	188	72	S-1030x180	1030x160tr.	4-4.91x6.29	3	Su..	Int..	L...	2	Heli..	....	Pump.	ThS..	Own..	Grav.	SEV..	Mag.	No..	No..	Co...	SeU..	4	R...	Met..	Non.	IG..	SP..	TT	R...	R...	WS.	R...	GC.	CS...	**Renault**
Rochet-Schneider	1½	135	58	P-880x120	880x120d	4-3.14x5.11	3	Su..	Int..	L...	4	Heli..	....	Pres..	ThS..	Zeni..	Vacu.	Zen...	Mag.	Opt..	Opt..	Co...	Eng..	4	C...	Met..	Met.	DR.	SP..	TT	F...	R...	WS.	R...	GC.	Disk	**Rochet-Schneider**
Rochet-Schneider	2½	165	59	P-955x155	955x155d	4-3.74x5.51	3	Su..	Int..	L...	4	Heli..	....	Pres..	ThS..	Zeni..	Vacu.	Zen...	Mag.	Opt..	Opt..	Co...	Eng..	4	C...	Met..	Met.	DR.	SP..	TT	F...	R...	WS.	R...	GC.	Disk	**Rochet-Schneider**
Saurer	3	177	64	P-955x155	955x155d	4-3.93x6.69	3	Mn.	Int..	L...	4	Heli..	....	Pump.	Pump.	Own..	Grav.	Opt...	Mag.	Opt..	Yes..	Co...	Eng..	4	R...	Met..	Met.	ST..	SP..	SP..	F...	R...	SN..	R...	PG.	Wood	**Saurer**
Saurer	3	177	64	P-1085x185	1085x185d	4-4.33x7.08	3	Mn.	Int..	L...	4	Heli..	....	Pump.	Pump.	Own..	Grav.	Opt...	Mag.	Opt..	Yes..	Co...	Eng..	4	R...	Met..	Met.	ST..	SP..	SP.	F...	R...	SN..	R...	PG.	Wood	**Saurer**
Saurer	5	186	65	S-1030x160	1030x160d	4-4.33x7.08	3	Mn.	Int..	L...	4	Heli..	....	Pump.	Pump.	Own..	Grav.	Opt...	Mag.	Opt..	Yes..	Co...	Eng..	4	R...	Met..	Met.	ST..	SP..	SP.	R...	R...	SN.	R...	PG.	Wood	**Saurer**
Scemia	3	165	65	P-955x155	955x155d	4-3.74x5.90	4	Su..	Int..	F...	4	Spur	....	Pres..	Pump.	Solex..	Grav.	Delco.	Bat..	Yes..	Yes..	Sp...	SeU..	4	R...	Met..	Met.	IG..	SP..	SP.	T..	R...	WS.	R...	PG.	Disk	**Scemia**
Scemia	5	124	87	S-900x140	960x160d	4-4.33x5.90	1	Su..	Int..	F...	1	Spur	....	Pres..	Pump.	Solex..	Grav.	Opt...	Mag.	No..	No..	MD.	SeU..	3	R...	Met..	Met.	IG..	SP..	SP.	T..	R...	WS.	R...	PG.	CS...	**Scemia**
Scemia	7	171	65	S-900x140	970x180d	4-4.33x5.90	1	Su..	Int..	F...	1	Spur	....	Pres..	Pump.	Solex..	Grav.	Opt...	Mag.	No..	No..	MD.	SeU..	3	R...	Met..	Met.	IG..	SP..	SP.	T..	R...	WS.	R...	PG.	CS...	**Scemia**
Somua	FE..	114	61	P-955x155	955x155d	4-5.30x6.69	4	Su..	Int..	F...	1	Spur	....	Pres..	Pump.	Solex..	Grav.	Opt...	Bat..	Opt..	Opt..	SP..	SeU..	4	R...	Met..	Met.	IG..	SP..	SP.	F...	R...	WS.	R...	GC.	Disk	**Somua**
Somua	FE..	106	61	P-955x155	955x155d	4-3.74x5.90	4	Su..	Int..	F...	1	Spur	....	Pres..	Pump.	Solex..	Grav.	Opt...	Mag.	Opt..	Opt..	SP..	SeU..	4	R...	Met..	Met.	IG..	SP..	SP.	F...	R...	WS.	R...	GC.	Disk	**Somua**
Somua	FE..	98	60	P-895x135	895x135d	4-3.22x5.58	4	Su..	Int..	F...	1	Spur	....	Pres..	ThS..	Solex..	Grav.	Opt...	Mag.	Opt..	Opt..	Co...	SeU..	4	R...	Met..	Met.	IG..	SP..	SP.	T..	R...	WS.	R...	GC.	Disk	**Somua**
Unic	Tax.	119	53	P-765x105	765x105	4-2.75x4.72	3	Mn.	Det..	L...	4	Chai	....	Pres..	ThS..	Viel..	Grav.	Duce.	Mag.	Yes..	Yes..	MD.	Eng..	4	C...	Met..	Met.	SP..	SP..	SP.	F...	R...	WS.	L...	PG.	Disk	**Unic**
Unic	½	106	53	P-765x105	765x105	4-2.75x4.72	3	Mn.	Det..	L...	4	Chai	....	Pres..	ThS..	Viel..	Grav.	Duce.	Mag.	Yes..	Yes..	MD.	Eng..	4	C...	Met..	Met.	SP..	SP..	SP.	F...	R...	WS.	L...	PG.	Disk	**Unic**
Unic	¾	119	52	P-835x135	835x135	4-2.75x4.72	3	Mn.	Det..	L...	4	Chai	....	Pres..	ThS..	Viel..	Grav.	Duce.	Mag.	Yes..	Yes..	MD.	Eng..	4	C...	Met..	Met.	SP..	SP..	SP.	F...	R...	WS.	L...	PG.	Disk	**Unic**
Unic	1	123	55	P-880x120	880x120d	4-3.14x5.11	4	Su..	Det..	L...	4	Chai	....	Pres..	Pump.	Viel..	Grav.	Duce.	Mag.	Yes..	Yes..	Co...	SeU..	4	R...	Met..	Met.	SP..	SP..	SP.	F...	R...	WS.	R...	PG.	Disk	**Unic**
Unic	2½	139	60	P-955x155	955x155d	4-3.14x5.81	4	Su..	Det..	L...	4	Chai	....	Pres..	Pump.	Viel..	Grav.	Opt...	Mag.	Opt..	Opt..	Co...	Eng..	4	R...	Met..	Met.	DR.	SP..	SP.	F...	R...	WS.	R...	PG.	Disk	**Unic**
Vinot Deguingand	½	119	53	P-820x120	820x120	4-3.14x5.11	4	Su..	Int..	L...	4	Chai	....	Pump.	Pump.	Solex..	Grav.	P-Rh..	Mag.	Yes..	Yes..	Co...	SeU..	4	R...	Met..	Met.	ST..	SP..	SP.	T..	R...	WS.	R...	GC.	Disk	**Vinot Deguingand**
Vinot Deguingand	1½	139	63	P-890x135	895x135d	4-3.14x5.11	4	Su..	Int..	L...	4	Chai	....	Pump.	Pump.	Solex..	Grav.	P-Rh..	Mag.	Opt..	Opt..	Co...	SeU..	4	R...	Met..	Met.	DR.	SP..	SP.	T..	R...	WS.	R...	GC.	Disk	**Vinot Deguingand**
Vermorel	½	119	53	P-820x120	820x120	4-3.14x5.11	4	Mn.	Int..	L...	4	Heli..	....	Pres..	ThS..	Zeri..	Grav.	Duce.	Mag.	Yes..	Yes..	Co...	Eng..	4	R...	Met..	Met.	ST..	SP..	SP.	T..	R...	WS.	R...	GC.	Wood	**Vermorel**
Vermorel	1	139	63	P-895x135	895x135d	4-3.14x5.11	4	Mn.	Int..	L...	4	Heli..	....	Pres..	ThS..	Zeri..	Grav.	Duce.	Mag.	Yes..	Yes..	Co...	Eng..	4	R...	Met..	Met.	ST..	SP..	SP.	T..	R...	WS.	R...	GC.	Disk	**Vermorel**
Zedel	½	114	53	P-765x105	765x105	4-2.95x4.72	4	Mn.	Det..	L...	4	Heli..	....	Pres..	ThS..	Zeri..	Vacu.	Saga..	Mag.	Yes..	Yes..	SP..	Eng..	4	R...	Fab..	Met.	SP..	SP..	SP.	T..	R...	WS.	R...	PG.	Disk	**Zedel**

ITALIAN

Fiat	½	104	55	P-760x90	760x 90	4-2.55x4.33	3	Mn.	Det..	L...	4	Spur	....	Pres..	Pump.	Own..	Grav.	Own..	Mag.	Yes..	Yes..	MD.	Eng..	4	R...	Met..	Non..	Sp..	TT.	TT	R...	R...	WW	R...	PG.	Disk	**Fiat**
Fiat	¾	108	55	P-765x105	765x105d	4-2.55x4.33	3	Mn.	Det..	L...	4	Spur	....	Pres..	Pump.	Own..	Grav.	Own..	Mag.	Yes..	Yes..	MD.	Eng..	4	R...	Met..	Non..	Wo.	TT.	TT	R...	R...	WW	R...	PG.	Disk	**Fiat**
Fiat	1½	120	55	P-820x120	820x120d	4-2.95x5.11	4	Mn.	Det..	L...	4	Spur	....	Pres..	Pump.	Own..	Pres..	Own..	Mag.	Yes..	Yes..	MD.	Eng..	4	R...	Met..	Non..	Sp..	TT.	TT	R...	R...	WW	R...	PG.	Disk	**Fiat**
Fiat	2	138	59	P-895x135	895x135d	4-3.74x5.51	4	Mn.	Det..	I...	4	Spur	....	Pres..	Pump.	Own..	Grav.	Own..	Mag.	Yes..	Yes..	MD.	Eng..	4	R...	Fab..	Fab..	Wo.	SP..	SP.	R...	R...	WW	R...	PG.	Disk	**Fiat**
Lancia	2	171	62	P-955x155	955x155d	4-4.33x5.51	4	Mn.	Det..	L...	4	Heli..	....	Pres..	Pump.	Zeni..	Vac..	Rush..	Mag.	Yes..	Yes..	MD.	Eng..	4	R...	Met..	Non..	Sp..	TT.	TT	F...	R...	WS.	R...	PG.	Disk	**Lancia**

ABBREVIATIONS:

Bat—Battery
Bev—Bevel Pinion and Sector
C—Center
Ch } Chain
Chai }
Claud—Claudel
Co—Cone
CS—Cast Steel
d—Dual
Det—Detachable
DR—Double Reduction
Duce—Ducelli
Ele—Electric
Eng—Unit with Engine
F—In Head and Side
F—Four Wheels
Fab—Fabric
FE—Fire Engine
GC—Grease Cups
Grav—Gravity
HB—Herringbone Gear
Heli—Helical
I—Both in Head
Int—Integral
IG—Internal Gear
L—L Head
L—Left
Ma—Main
Mag—Magneto
MD—Multiple Disk
Met—Metal
Mn—Main Frame
N-Ea—North East
Non } None
No }
Opt—Optional
P—Pneumatic
PG—Pressure Gun
P-Rh—Rhone
Pres—Pressure
R—Right
R-B—Robert Bosch
R—Rear Wheels
RR—Radius Rods
Rub—Rubber
S—Solids
Salm—Salmson
S—Sleeve
SP—Single Plate
Sp—Spiral Bevel
Sp—Springs
SeU—Separate Unit
SN—Screw and Nut
Spla—Splash
Spur—Spur Gear
St—Straight Bevel
Su—Sub Frame
T—Transmission
TT—Torque Arm
TT—Truck Tractor
ThS—Thermo Siphon
Tax—Taxicab
V—Variable
Vacu—Vacuum
Vict—Victrix
Vulc—Vulcan
Wo—Worm
WS—Worm and Sector
WW—Worm and Wheel
Zeni—Zenith

Continental Gasoline Truck Chassis Specifications

MAKE AND MODEL	GENERAL: Tons Capacity	Wheelbase (Ins.)	Track (Ins.)	Tires: Type and Size, (Ins.)	Tires: Type and Size (Ins.)	Chassis Weight (Lb.)	ENGINE: Bore and Stroke (Ins.)	Rating: B. H. P.	Rating: R. P. M.	Number and Type of Main Crankshaft Bearings	Cylinder Head	Valve Arrangement	Number of Cyls. Cast in One Piece	Piston Material	Camshaft Drive	Oiling System	Water Circulation	Carbureter Make	Fuel Feed	ELECTRICAL SYSTEM: Ignition System: Make	Ignition System: Current Source	Equipped with Generator and Starter	TRANSMISSION: Type	Gearset: Location	Gearset: No. of Forward Speeds	Gearset: Control Lever Location	Universals Type	REAR AXLE: Type	Final Drive	Housing Material	Propulsion Taken By	Torque Taken By	MISCELLANEOUS: Brakes: Foot Type and Location	Brakes: Hand Type and Location	Steering Gear: Type	Steering Gear: Location	Wheels, Type	Frame Material	Chassis Lubrication
GERMAN																																							
Adler L3D	3.3	162	61½	S-36½x4¾d	S-39¾x4¾d	6650	4⅛x6⅛	45	1200	4-Pl...	Int.	L.	2	CJ..	Spur	SpPr..	Pump.	Pal...	G.	Bos.	Mag	Opt...	Co..	Eng.	4	R...	Met...	¾Fl.	D-R	C-St..	TT.	TT.	E-Tr..	I-Rw..	SN..	R.	C St..	RS..	OC.
Adler L5A	5.5	180	68½	S-36½x5½d	S-40½x5½d	7720	4⅛x6⅛	45	1200	4-Pl...	Int.	L.	2	CJ..	Spur..	SpPr..	Pump.	Pal...	G.	Bos.	Mag	Opt...	Co..	Eng.	4	R...	None..	Dd.	Ch.	None..	RR.	SP.	E-Tr..	I-Rw..	SN.	R.	C St..	RS..	OC.
Adler L2	.2	146	55½	S-36¼x4	S-36¼x4¾d	3310	3½x5⅛	30	1200	4-Pl...	Int.	L.	2	Al..	Spur..	SpPr..	Pump.	Pal...	V.	Bos.	Mag	Yes...	Co..	Eng.	4	R...	Fab...	½Fl.	D-R	C-St..	TT.	TT.	E-Tr..	I-Rw..	SN.	R.	C St..	RS..	OC.
Benz A	1.6	147⅜	59½	P-35¼x5½	P-35¼x5½d	4000	4 x6	34	1200	3-Pl...	Int.	L.	4	Al..	Heli...	PrCs..	Pump	Zen...	P.	Bos	Mag	Yes...	MO.	Sep.	4	R...	Met...	½Fl.	ST..	C-St..	TT.	TT.	E-Tr..	I-Rw..	SN.	R.	C St..	RS..	GC.
Benz A	2.7	160¼	60½	S-36¼x4	S-36½x4¾d	5750	4⅛x6½	45	1000	3-Pl...	Int.	L.	2	Al..	Heli...	PrCs..	Pump.	Zen...	P.	Eis.	Mag	Yes...	MO.	Sep.	4	R...	Met...	½Fl.	ST..	C St..	RR.	TT.	E-Tr..	I-Rw..	SN.	R.	C St..	RS.	GC.
Benz A	3.8	169	60½	S-36½x4¾	S-36½x5½d	6150	4⅛x6½	45	1000	3-Pl...	Int.	L.	2	Al..	Heli...	PrCs..	Pump.	Zen...	P.	Bos	Mag	Yes...	MO.	Sep.	4	R...	Met...	½Fl.	ST..	C St.	RR.	TT.	E-Tr..	I-Rw..	SN.	R.	C St..	RS.	GC.
Benz A	5.5	166	68	S-36½x5½	S-38¼x6¼d	7150	4¾x6⅛	55	1000	3-Pl...	Int.	L.	2	Al..	Heli...	PrCs..	Pump.	Zen...	P.	Eis.	Mag	Yes...	MO.	Sep.	4	R...	None..	Dd.	Ch.	None.	RR.	SP.	E-Tr..	I-Rw..	SN.	R.	C St..	RS.	GC.
Benz Diesel	5.5	166	68	S-36½x5½	S-38¼x6¼d	7100	5 x7⅛	50	1000	3-Pl...	Sep.	D	1	CJ..	.....	FlPr..	Pump.	.....	.....	.....	.....	Yes...	MO.	Sep.	4	R...	Met...	½Fl.	ST..	C St.	RR.	TT.	E-Tr..	I-Rw..	SN.	R.	C St..	RS.	GC.
Brennabor	1.1	152⅛	53½	P-32½x5½	P-32½x5½	2650	3½x4⅛	21	2000	3-Pl...	Int.	L.	4	CJ..	Spur.	SpPr..	ThS..	Opt...	V.	Bos.	Mag	Yes...	Co.	Sep.	4	R...	Met...	½Fl.	DR.	C St.	TT.	TT.	I-Tr..	I-Rw..	WW	R.	Art...	RS.	OC.
Buessing III	3.3	173¼	63	P-38 x7	P-38 x7b	5800	4½x6	42	850	3-Pl...	Det.	I.	2	Al..	Spur..	PrCs..	Pump.	Own...	G.	Bos	Mag	Yes...	Co.	Sep.	4	R...	Met...	½Fl.	ST..	C St.	TT.	TT.	E-Tr..	I-Rw..	WW	R.	Disk..	RS..	GC.
Buessing V	5.5	157½	66½	S-40½x5½	S-40½x5½d	7750	4⅝x6⅛	55	850	3-Pl...	Det.	I.	2	Al..	Spur..	PrCs..	Pump.	Own...	G.	Bos	Mag	Yes...	Co.	Sep.	4	R...	Met...	½Fl.	DR.	C St..	TT.	TT.	E-Tr..	I-Rw..	WW	R.	Disk..	RS..	GC.
Buessing Six-Wheel	6.6	245	65½	P-42 x9	P-42 x9	9250	4⅝x6⅛	55	850	3-Pl...	Det.	I.	2	Al..	Spur..	PrCs..	Pump.	Own...	G.	Bos.	Mag	Yes...	Co..	Sep.	4	R...	Met...	½Fl.	ST..	C St.	TT.	TT.	I-Rw..	I-Rw..	WW	R.	Disk..	RS..	GC.
Buessing Six-Wheel Bus	50P	245	66½	P-42 x9	P-42 x9	9250	*4½x6⅛	80	850	.....	Det.	I.	2	Al..	Spur..	PrCs..	Pump.	Own...	G.	Bos.	Mag	Yes...	Co..	Sep.	4	R...	Met...	½Fl.	ST..	C St.	TT.	TT.	I-Rw..	I-Rw..	WW	R.	Disk..	RS..	GC.
Daag AC2	2.2	167½	30½	P-36 x6	P-40 x8	4850	4⅛x6⅛	55	1200	3-Ro...	Det.	I.	4	Al..	Spur..	PrCs..	Pump.	Opt...	V.	Bos.	Mag	Yes...	Co.	Sep.	4	R...	Met...	½Fl.	SP..	Al....	TT.	TT.	I-Fw..	I-Rw..	WS.	R.	Al D.	RS..	OC.
Daag NAC2	2.7	167¼	64½	P-36 x6	P-36 x6d	5550	4⅛x6⅛	55	1200	3-Ro...	Det.	I.	4	Al..	Spur..	PrCs..	Pump.	Opt...	V.	Eis.	Mag	Yes...	Co.	Sep.	4	R...	Met...	½Fl.	SP..	Al....	TT.	TT.	I-Fw..	I-Rw..	WS.	R.	Disk..	RS..	OC.
Daag ACO Bus	32P	190¾	66	P-38 x7	P-38 x7d	5750	4⅛x6⅛	55	1200	3-Ro...	Det.	I.	4	Al..	Spur..	PrCs..	Pump.	Opt...	V.	Bos	Mag	Yes...	Co.	Sep.	4	R...	Met...	½Fl.	SP..	Al....	TT.	TT.	I-Fw..	I-Rw..	WS.	R.	Disk..	RS..	OC.
Daag NK5	5.5	188¾	66	S-35 x6	S-40 x6¾d	9150	4⅝x6⅛	65	1200	3-Ro...	Det.	I.	4	Al..	Spur..	PrCs..	Pump.	Opt...	V.	Eis.	Mag	Yes...	Co.	Sep.	4	R...	Met...	½Fl.	ST..	Al....	RR.	SP.	I-Rw..	I-Rw..	WS.	R.	C St.	RS.	OC.
Daimler DC2c	2.2	191	62	P-36 x6	P-40 x8	5050	4⅛x6	45	1000	4-Pl...	Int.	I.	2	Al..	Spur..	PrCs..	Pump.	Own...	P.	Bos.	Mag	Yes...	Co..	Sep.	4	R...	Met...	½Fl.	ST..	St....	RR.	TA.	E-Tr..	I-Rw..	SN.	R.	C St.	RS.	GC.
Daimler DC3d0	4.4	169¾	63½	P 38 x7	P 38 x7d	7000	4¾x6⅛	55	880	4-Pl...	Int.	I.	2	Al..	Spur..	PrCs..	Pump.	Own...	P.	Bos.	Mag	Yes...	Co..	Sep.	4	R...	Met...	½Fl.	ST..	C St..	RR.	TA.	E-Tr..	I-Rw..	SN.	R.	C St.	RS.	GC.
Daimler DC4d Bus	22P	169¾	63½	P-38 x7	P-38 x7d	7000	4¾x6⅛	55	880	4-Pl...	Int.	I.	2	Al..	Spur..	PrCs..	Pump.	Own...	P.	Bos.	Mag	Yes...	Co..	Sep.	4	R...	Met...	½Fl.	ST..	C St..	RR.	TA.	E-Tr..	I-Rw..	SN.	R.	C St.	RS.	GC.
Daimler DR4-5D	5.5	186¼	63	S-38¾x6	S-42½x6¾d	8200	4¾x6⅛	50	880	4-Pl...	Int.	I.	2	Al..	Spur..	PrCs..	Pump.	Own...	P.	Bos.	Mag	Yes...	Co..	Sep.	5	R...	.....	Dd	IG..	.....	RR.	TA.	I-Fw..	I-Rw..	SN.	R.	C St.	RS.	GC.
Dixi 2t	2.2	150¾	61½	S-36½x4¾	S-36½x4¾d	5050	3¾x6½	35	1150	3-Pl...	Int.	L.	2	Al..	Spur..	SpPr..	Pump.	Opt...	G.	Bos	Mag	Yes...	Co.	Sep.	4	R...	Met...	½Fl.	DR.	C St.	RR.	TT.	E-Tr..	I-Rw..	SN.	R.	C St.	RS.	GC.
Dixi 3t	3.3	157½	62½	S-36½x4¾	S-40½x5½d	6300	4⅛x6½	45	1150	3-Pl...	Int.	L.	2	Al..	Spur..	SpPr..	Pump.	Opt...	G.	Bos	Mag	Yes...	Co.	Sep.	4	R...	Met...	½Fl.	DR.	C St.	RR.	TT.	E-Tr..	I-Rw..	SN.	R.	C St.	RS.	GC.
Dixi 4-5t	5.5	171½	62½	S-36½x4¾	S-40½x5½d	6650	4¾x7⅛	55	900	3-Pl...	Int.	L.	2	Al..	Spur..	SpPr..	Pump.	Opt...	G.	Bos.	Mag	Yes...	Co.	Sep.	4	R...	None..	Dd.	Ch.	None.	....	SP.	E-Tr..	I-Rw.	SN.	R.	C St.	RS.	GC.
Duerkopp 8L	0.8	116	53¼	P-32 x5½	P-32 x5½	2500	3¼x4	32	2500	3-Pl...	Int.	L.	4	Al..	Heli...	SpPr..	ThS..	Opt...	V.	Mea	Mag	Yes...	SP.	Eng.	4	C..	Met...	½Fl.	Sp.	C St.	TT.	TT.	E-Tr..	I-Rw..	WW	R.	Art...	RS.	GC.
Duerkopp LI1½	1.6	140¾	55¼	P-32 x6	P-32 x7	3800	3⅛x5½	30	1400	3-Pl...	Int.	L.	4	CJ..	Heli...	PrCs..	Pump.	Opt...	V.	Mea	Mag	Yes...	Co.	Sep.	4	R...	Met...	½Fl.	DR.	C St.	TT.	TT.	E-Tr..	I-Rw..	WW	R.	Art...	RS.	GC.
Elite CAR.5	1.6	137⅞	59	S-34¼x4	S-34¼x4d	4650	4 x5½	30	1300	3-Pl...	Int.	L.	2	CJ..	Heli.	SpPr.	Pump.	Pal...	V.	Bos.	Mag	Yes...	Co.	Sep.	4	R...	Met...	½Fl.	DR.	C St.	TT.	TT.	E-Tr..	I-Rw..	WW	R.	Art...	RS.	OC.
Elite CA 2	2.2	141⅜	59	S-34¼x4¾	S-34¼x4¾d	5550	4 x6⅛	40	1200	3-Pl...	Int.	L.	2	CJ..	Heli...	SpPr..	Pump.	Pal...	V.	Bos.	Mag	Yes...	Co..	Sep.	4	R...	Met...	½Fl.	DR.	C St.	TT.	TT.	E-Tr..	I-Rw..	WW	R.	Art...	RS.	OC.
Elite BLIVE	2.8	154⅜	60	S-34½x4½	S-34½x4½d	5550	4 x6⅛	45	1250	3-Pl...	Int.	L.	2	CJ..	Heli...	SpPr..	Pump.	Pal...	V.	Bos.	Mag	Yes...	Co..	Sep.	4	R...	Met...	½Fl.	DR.	C St.	TT.	TT.	E-Tr..	I-Rw..	WW	R.	Disk..	RS..	OC.
Faun 11eBus	22P	170½	67½	P-36 x6	P-36 x6d	5300	4⅛x6	50	1400	3-Pl...	Int.	L.	4	Al..	Spur..	PrCs..	Pump.	Sol...	V.	Bos.	Mag	Yes...	SP..	Eng.	4	C..	Met...	½Fl.	DR.	C St.	TT.	TT.	I-Rw..	I-Rw..	SN.	L.	Disk..	RS..	GC.
F. M. A. 10	5.5	161	61½	S-36½x4¾	S-40½x4¾d	9000	5½x5½	50	900	3-Pl...	Int.	T.	2	CJ.	Spur..	FlPr..	Pump.	Pal...	P.	Bos.	Mag	Yes...	Co..	Sep.	4	R...	None..	Dd.	Ch..	None..	RR.	SP..	E-Tr..	I-Rw..	WW	R.	C St..	RS..	GC.
Goossens	5.5	165½	69	S-36½x4¾	S-40½x5½d	8150	4¾x7⅛	60	1100	5-Pl...	Int.	I.	2	Al..	Bevel.	FlPr..	Pump.	BNW.	G.	Bos.	Mag	Yes...	Co..	Sep.	4	R...	None..	Dd.	Ch..	None..	RR.	SP..	I-Tr...	I-Rw..	WW	R.	Disk..	RS..	GC.
Hansa-Lloyd L2	2.2	137⅜	55½	P-34 x5	P-38 x7	4100	3½x5½	40	1600	3-Pl...	Int.	L.	4	Al..	Heli...	SpPr..	ThS...	Pal...	G.	Mea	Mag	Yes...	SP.	Sep.	4	C...	Fab...	½Fl.	Wo.	C St..	SP.	SP.	E-Tr..	I-Rw..	SN.	L.	Disk..	RS..	OC.
Hercules B24	1.6	145¼	54	S-33½x3½	S-33½x4½d	4000	3½x5½	26	1400	3-Pl...	Int.	L.	4	Al..	Heli...	PrCs..	Pump.	Pal...	G.	Bos.	Mag	Yes...	Co..	Sep.	3	R...	Met...	½Fl.	DR.	C St..	SP.	SP.	E-Tr..	I-Rw..	WS.	R.	Art...	RS.	GC.
Hercules G	2.7	151⅝	61⅜	S-36¼x4½	S-36¼x4¾d	4450	4½x6	36	1100	3-Pl...	Int.	L.	2	CJ..	Heli...	PrCs..	Pump.	Zen...	G.	Bos.	Mag	Yes...	Co..	Sep.	4	R...	Met...	½Fl.	DR.	C St..	RR.	SP.	E-Tr..	I-Rw..	WS.	R.	C St..	RS.	GC.
Hercules E4	4.4	163½	60¼	S-36½x4¾	S-39¾x4¾d	7400	4½x6	42	1000	3-Pl...	Int.	L.	2	CJ..	Heli...	PrCs..	Pump.	Zen...	G.	Bos.	Mag	Yes...	Co..	Sep.	4	R...	None..	Dd.	Ch..	None.	RR.	SP.	E-Tr..	I-Rw..	WS.	R.	C St..	RS.	GC.
Hille L5	5.5	173¾	61	S-32¾x5½	S-41⅝x6¾d	7100	5½x6⅛	50	900	3-Pl...	Int.	F.	2	CJ..	Chai..	PrCs.	Pump.	Mec..	P.	Bos.	Mag	Yes...	Co..	Sep.	4	R...	None..	Dd.	Ch..	None.	TT.	TT.	E-Tr..	I-Rw..	SN.	R.	C St..	RS.	GC.
Hille K3	3.3	159½	60	S-36½x4¾	S-40½x5½d	7000	4¼x6⅛	45	1000	3-Pl...	Det.	I.	4	CJ.	Heli...	PrCs..	Pump.	Mec..	P.	Bos.	Mag	Yes...	Co..	Sep.	4	R...	Met...	½Fl.	DR.	C St..	RR.	SP.	E-Tr..	I-Rw..	SN.	R.	Art...	RS.	GC.
Horch 10	1.1	144⅜	56	P-37½x6⅛	P-37½x6⅛	3000	3½x5½	35	2400	3-Pl...	Int.	L.	4	Al..	Hel i..	PrCs..	Pump.	Opt...	V.	Bos.	Mag	Yes...	MO.	Eng.	4	R...	Met...	½Fl.	Sp..	C St..	TT.	TT.	I-Rw..	I-Rw..	WS.	R.	HS...	RS..	OC.
Komnick 5L4	5.5	174⅜	63	S-36½x5½	S-41⅜x6d	7950	4⅜x6⅛	45	1000	3-Pl...	Det.	I.	4	CJ..	Heli...	PrCs..	Pump.	Pal...	V.	Bos.	Mag	Yes...	Co..	Sep.	7	R...	None..	Dd.	Ch..	.....	RR.	SP.	E-Tr..	I-Rw..	SN.	R.	C St..	RS..	GC.
Komnick 3W2	3.3	166¼	60	S-36½x4¾	S-40¾x5½d	7150	4¾x6½	45	1000	3-Pl...	Det.	I.	4	CJ.	Heli...	PrCs.	Pump.	Pal...	V.	Bos.	Mag	Yes...	Co..	Sep.	7	R...	Met...	½Fl.	DR.	C St.	TT.	TT.	I-Fw..	I-Rw..	SN.	R.	C St..	RS..	GC.
Krupp L 1.5	2.2	141⅞	56¾	P-36½x6	P-40½x8	3650	3½x5½	30	1400	3-Pl...	Det.	I.	4	Al..	Heli...	FlPr..	Pump.	Zen...	G.	Bos.	Mag	Yes...	Co..	Sep.	3	C...	Fab...	½Fl.	Sp..	St....	TT.	TT.	I-Rw..	I-Rw..	WS.	L.	Disk..	RS..	GC.
Krupp L 4-5	5.5	200⅝	65	S-36½x5½	S-38¼x6¼d	9900	4¾x5⅛	45	1000	3-Pl...	Int.	L.	2	Al..	Heli...	FlPr..	Pump.	Pal...	G.	Bos.	Mag	Yes...	Co..	Sep.	4	R...	None..	....	Ch..	.....	RR.	SP.	E-Tr..	I-Rw..	SN.	R.	Disk..	RS..	GC.
Lippische Werke	3.3	121½	64	P 35¾x6¾	P 35¾x6¾	4850	3 x5½	45	1600	2 Ro...	Int.	I.	4	Al..	Heli...	SpPr..	Pump.	Opt...	G.	Bos.	Mag	Yes...	No..	Eng.	3	C...	.....	Fwd	SP..	.....	.....	.....	E-Fw	I-Rw..	WS.	R.	Disk..	RS..	OC.
Magirus 1C V95	1.6	153⅜	59	P-30 x5	P-30 x5d	4450	3¾x6	34	1200	3-Pl...	Int.	L.	4	CJ.	Spur..	PrCs..	Pump.	Pal...	V.	Bos.	Mag	Yes...	MO.	Sep.	4	R...	Met...	½Fl.	ST..	C St..	SP..	TT.	E-Tr..	I-Rw..	SN.	R.	H-S...	RS..	GC.
Magirus Bus	18P	167¼	59	P-30 x5	P-30 x5d	4650	3¾x6	34	1200	3-Pl...	Int.	L.	4	CJ.	Spur..	PrCs.	Pump.	Pal...	V.	Bos.	Mag	Yes...	MO.	Sep.	4	R...	Met...	½Fl.	ST..	C St..	SP..	TT.	E-Tr..	I-Rw..	SN.	R.	H-S...	RS..	GC.
Magirus 2C1-V110	2 7	154⅛	60	P-32 x6	P-32 x6d	5550	4½x6⅛	40	1100	3-Pl...	Int.	L.	2	CJ..	Spur..	PrCs.	Pump.	Pal...	V.	Bos.	Mag	Yes...	MO.	Sep.	4	R...	Met...	½Fl.	DR.	C St..	TT.	TT.	E-Tr..	I-Rw..	SN.	R.	C St.	RS..	GC.
Bus Bus	26P	177¼	60	P-32 x6	P-32 x6d	5750	4½x6⅛	40	1100	3-Pl...	Int.	L.	2	CJ..	Spur..	PrCs.	Pump.	Pal...	V.	Bos.	Mag	Yes...	MO.	Sep.	4	R...	Met...	½Fl.	DR.	C St..	TT.	TT.	E-Tr..	I-Rw..	SN.	R.	C St..	RS..	GC.
Magirus 3C1S-V135	3 7	162¾	60	S-36½x5½	S-36½x5½	6650	5½x7⅛	70	1100	3-Pl...	Int.	L.	2	CJ..	Spur..	PrCs.	Pump.	Pal...	V.	Bos.	Mag	Yes...	MO.	Sep.	4	R...	Met...	½Fl.	DR.	C St..	TT.	TT.	E-Tr..	I-Rw..	SN.	R.	C St.	RS..	GC.
M. A. M. 2-2½	2.7	151⅝	60	P-38 x7	P-42 x9	4850	4½x6⅛	44	1100	3-Ba...	Det.	I.	4	Al..	Spur..	PrCs.	Pump.	Pal...	V.	Bos.	Mag	Yes...	Co..	Eng.	4	R...	Met...	½Fl.	DR.	St....	TT.	TT.	E-Tr..	I-Rw..	SN.	R.	C St..	RS..	OC.
M. A. M. 3-3½	3.8	165⅜	63	P-38 x7	P-38 x7d	5800	4½x6⅛	44	1100	3-Ba...	Det.	I.	4	Al..	Spur..	PrCs..	Pump.	Pal...	V.	Bos.	Mag	Yes...	Co..	Eng.	4	R...	Met...	½Fl.	DR.	St....	TT.	TT.	E-Tr..	I-Rw..	SN.	R.	C St..	RS..	OC.
M. A. M. 5	5.5	173⅜	63	S-38¼x5½	S-38¼x5½d	7950	4¾x7⅛	55	1100	3-Ba...	Det.	I.	4	Al..	Spur..	PrCs..	Pump.	Pal...	V.	Bos.	Mag	Yes...	Co..	Eng.	4	R...	Met...	½Fl.	DR.	St....	TT.	TT.	E-Tr..	I-Rw..	SN.	R.	Art...	RS..	OC.
Mannesmann-Mulag	5.5	161⅜	68⅜	S-40½x5½	S-41 x6⅛d	8850	5 x6	54	900	3-Pl...	Int.	T.	2	Al..	Spur.	SpPr..	Pump.	Zen...	G.	Bos.	Mag	Yes...	SP..	Sep.	4	R...	Fab...	½Fl.	DR.	C St..	TT.	TT.	E-Tr..	I-Rw..	WW	R.	C St..	RS..	GC.

| | | |

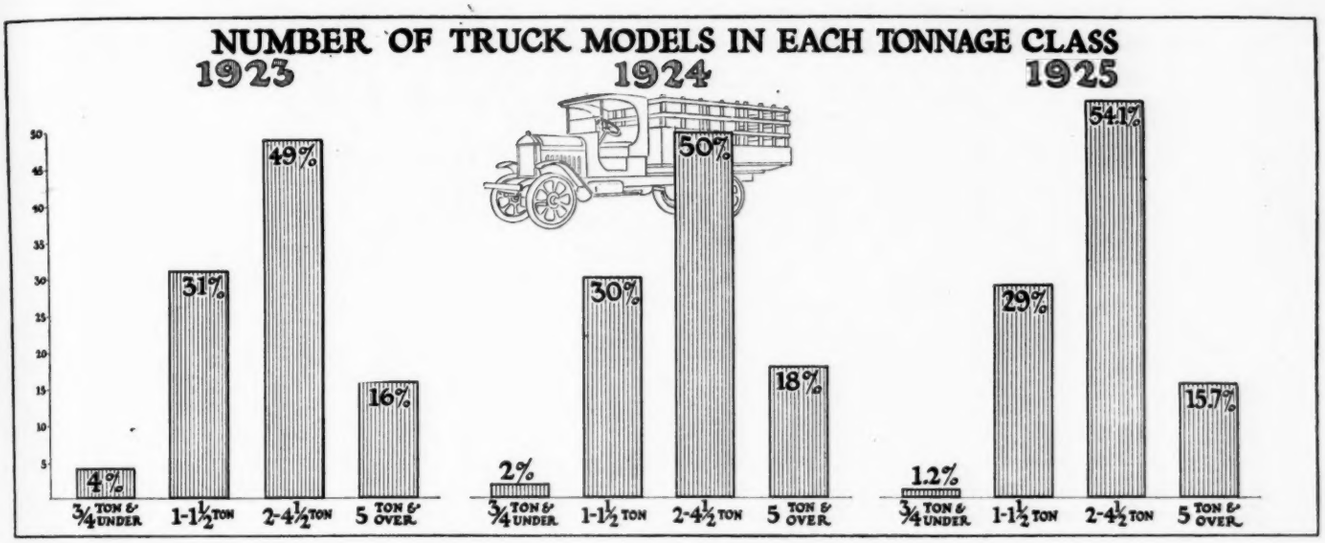
British Gasoline Truck Chassis Specifications—Continued

MAKE	GENERAL							ENGINE																		TRANSMISSION					REAR AXLE					MISCELLANEOUS				
				Tires									Camshaft				Fuel System	Electrical System									Gearset									Brakes Type Location				
	Load Capacity Long Tons	Wheelbase (Ins.)	Track (Ins.)	Type	Type	Front (Ins.)	Rear (Ins.) Chassis (Lbs.)	Bore and Stroke (Ins.)	Point Suspension Main or Sub Frame	Cylinder Head	Valve Arrangement	No. of Cylinders Cast in One Piece	Cylinders and Crankcase	Drive	Gear Material	Water Circulation	Oiling System	Carbureter Make	Fuel Feed	Ignition Make	Current Source	Generator Fitted	Starter Fitted	Clutch Type	Location	No. of Forward Speeds	Control Lever	Universal Joints Number and Type	Type	Final Drive	Gear Ratio on Direct	Propulsion Taken By	Torque Taken By	Foot	Hand	Steering Gear Type	Wheels Type	Chassis Lubrication
Dennis	3–4	156	66	S.	36x4¾	40x4¾d	6720	4.52x5.90	4-Su	Int.	T	2	Sep	Spur	St.	Pump.	Sp Pr	Cla.	G.	Simms	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Met.	F F.	Wo.	7.75	T T.	T T.	E Tr.	I-Rw.	W S.	H C S.	P G.
Dennis	6	188	66	S.	40x5	40x5½d	7750	5.00x7.00	4-Su	Int.	T	2	Sep	Spur	St.	Pump.	Sp Pr	Cla.	G.	Simms	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Met.	F F.	Wo.	7.75	T T.	T T.	E-Tr.	I-Rw.	W S.	H C S.	P G.
Guy	1	114	56	P.	32x4	32x4	2570	3.34x4.72	3-Mn	Det.	L	4	Sep	Heli	N M	Th S.	Splash	Zen.	G.	Lucas	M.	Ex.	Ex.	S P.	Eng.	3	Ce.	1-Met.	F F.	Wo.	6.00	Sp.	Sp.	I-Rw.	I-Rw.	W W.	Disk	O C.
Guy	1½	138	56	S.	30x3	30x3d	3080	3.46x4.72	3-Mn	Det.	L	4	Sep	Heli	N M	Th S.	Splash	Zen.	G.	Lucas	M.	Ex.	Ex.	S P.	Eng.	4	Ri.	2-Fab.	F F.	Wo.	6.30	Sp.	Sp.	I-Rw.	I-Rw.	W W.	Disk	O C.
Guy	2	148	63	S.	32x3½	32x3½d	4840	4.00x5.50	4-Su	Det.	L	4	Sep	Chain	No.	Th S.	Splash	Zen.	G.	Lucas	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Fab.	F F.	D R	6.30	Sp.	Sp.	I-Tr.	I-Rw.	W W.	H C S.	O C.
Guy	3	172	63	S.	34x4	34x4d	5260	4.00x5.50	4-Su	Det.	L	4	Sep	Chain	No.	Th S.	Splash	Zen.	G.	Lucas	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Fab.	F F.	D R	6.75	Sp.	Sp.	I-Tr.	I-Rw.	W W.	H C S.	O C.
Halley	2	168	63	P.	36x7	36x7	4920	4.00x5.25	4-Mn	Det.	L	4	Sep	Heli	N M	Th S.	Splash	Zen.	G.	Opt.	M.	Ex.	No.	S P.	Se U.	4	Ri.	2-Fab.	½ Fl.	Wo.	6.50	Sp.	Sp.	I-Rw.	I-Rw.	W W.	H C S.	P G.
Halley	3	160	61	S.	36x4¾	36x4¾d	5500	4.00x5.25*	4-Mn	Det.	L	4	Sep	Heli	N M	Th S.	Splash	Zen.	G.	Opt.	M.	Ex.	No.	S P.	Se U.	4	Ri.	2-Fab.	½ Fl.	Wo.	6.50	Sp.	Sp.	I-Rw.	I-Rw.	W W.	H C S.	P G.
Halley	3–4	160	66	S.	36x4¾	36x4¾d	6500	3.50x6.00*	4-Su	Det.	L	3	Sep	Chain	No.	Pump.	Splash	Zen.	G.	Opt.	M.	Ex.	No.	S P.	Se U.	4	Ri.	2-Fab.	F F.	Wo.	7.60	Sp.	Sp.	I-Tr.	I-Rw.	W W.	H C S.	P G.
Hallford	1¾	130	64	S.	32x4	36x4d	4984	3.90x5.50	3-Su	Int.	L	2	Sep	Spur	St.	Pump.	Splash	Zen.	G.	Opt.	M.	Ex.	No.	Co.	Se U.	3	Ri.		Dd	Ch.	6.30	R R	T A.	E-Tr.	I-Rw.	W S.	Disk	O C.
Hallford	3	144	70	S.	36x4¾	40x4¾d	7320	4.33x5.50	4-Su	Int.	L	2	Sep	Heli	St.	Pump.	Sp Pr	Zen.	G.	Opt.	M.	Ex.	No.	Co.	Se U.	4	Ri.		Dd	Ch.	7.30	R R	T A.	E-Tr.	I-Rw.	W S.	H C S.	O C.
Hallford	5	180	72	S.	36x5½	40x5½d	7730	4.72x5.50	4-Su	Int.	L	2	Sep	Heli	St.	Pump.	Sp Pr	Zen.	G.	Opt.	M.	Ex.	No.	Co.	Se U.	4	Ri.		Dd	Ch.	8.00	R R	T A.	E-Tr.	I-Rw.	W S.	Disk	O C.
Karrier	1	126	56	P.	32x4½	33x5	2660	3.37x5.00	3-Mn	Det.	L	4	Sep	Heli	Ci.	Pump.	Sp Pr	Zen.	G.	Lucas	M.	Ex.	No.	M D	Eng.	4	Ri.	2-Fab.	FF	Wo.	7.20	Sp.	Sp.	E-Tr.	I-Rw.	Pl.	Disk	G C.
Karrier	1½	132	56	P.	36x6	38x7	3360	4.00x5.00	3-Mn	Int.	L	2	Sep	Heli	St.	Pump.	Sp Pr	Zen.	G.	Lucas	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Met.	F F.	Wo.	7.00	Sp.	Sp.	E-Tr.	I-Rw.	W W.	Alum	G C.
Karrier	2	108	56	S.	36x3½	36x3½d	3800	3.75x5.50	3-Su	Det.	L	4	Sep	Chain	No.	Pump.	Pr Cs	Zen.	G.	Lucas	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Met.	F F.	Wo.	7.00	Sp.	Sp.	E-Tr.	I-Rw.	W W.	Disk	G C.
Karrier	3	168	66	S.	36x4	36x4¾d	7700	4.50x6.00	3-Mn	Int.	L	2	Sep	Chain	No.	Pump.	Sp Pr	Zen.	G.	Lucas	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Met.	F F.	D R	8.23	Sp.	Sp.	E-Tr.	I-Rw.	W W.	H C S.	G C.
Karrier	4	168	66	S.	36x4¾	40x4¾d	7900	4.50x6.00	3-Mn	Int.	L	2	Sep	Chain	No.	Pump.	Sp Pr	Zen.	G.	Lucas	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Met.	FF	D R	8.23	Sp.	Sp.	E-Tr.	I-Rw.	W W.	H C S.	G C.
Karrier	5	168	66	S.	36x4¾	40x4¾d	8100	5.00x6.00	3-Mn	Int.	L	2	Sep	Chain	No.	Pump.	Sp Pr	Zen.	G.	Lucas	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Met.	F F.	D R	8.23	Sp.	Sp.	E-Tr.	I-Rw.	W W.	H C S.	G C.
Leyland	1½	126	58	P.	38x7	38x7	3800	3.50x5.50	3-Mn	Det.	L	4	Int.	EccRd	St.	Pump.	Sp Pr	Cla.	G.	Opt.	M.	Ex.	Ex.	Co.	Se U.	4	Ri.	1-Met.	F F.	Wo.	6.25	T T.	T T.	I-Rw.	I-Rw.	W W.	Disk	P G.
Leyland	2	141	66	S.	34x4	36x4d	5710	4.50x5.00	4-Mn	Int.	L	2	Sep	Heli	St.	Pump.	Pr Cs	Cla.	G.	Lucas	M.	Ex.	Ex.	Co.	Se U.	4	Ri.	1-Met.	F F.	Wo.	7.00	T T.	T T.	E-Tr.	I-Rw.	W S.	H C S.	G C.
Leyland	3–4	168	64	S.	40x4½	40x4½d	7840	4.62x6.00	4-Mn	Int.	L	2	Sep	Heli	St.	Pump.	Pr Cs	Cla.	G.	Lucas	M.	Ex.	Ex.	Co.	Se U.	4	Ri.	1-Met.	F F.	D R	7.25	T T.	T T.	E-Tr.	I-Rw.	W S.	H C S.	G C.
Leyland	4–6	190	65	S.	36x6	42x6d	8300	5.00x6.00	4-Mn	Int.	L	2	Sep	Heli	St.	Pump.	Pr Cs	Cla.	G.	Lucas	M.	Ex.	No.	Co.	Se U.	4	Ri.	1-Met.	F F.	D R	8.80	T T.	T T.	E-Tr.	I-Rw.	W S.	H C S.	G C.
L. V. L	1½	120	56	S.	32x3	32x3d	2910	3.12x5.12	3-Mn	Det.	L	4	Int.	Heli	Ci.	Pump.	Sp Pr	Zen.	G.	B T H	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Fab.	F F.	Wo.	6.50	Sp.	Sp.	I-Rw.	I-Rw.	Ca.	Disk	O C.
Maudslay	2½	150	66	S.	34x4	36x4d	4800	3.90x5.12	4-Su	Det.	I	4	Sep	Bev.	St.	Pump.	Fl Pr	Zen	G.	Opt.	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Met.	F F.	Wo.	7.00	Sp.	Sp.	I-Tr.	I-Rw.	W W.	W C S.	G C.
Maudslay	4	162	66	S.	34x4¾	40x4¾d	7300	4.50x6.00	4-Su	Det.	I	4	Sep	Bev.	St.	Pump.	Fl Pr	Zen.	G.	Opt.	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Met.	F F.	Wo.	7.75	Sp.	Sp.	I-Tr.	I-Rw.	W S.	W C S.	G C.
Maudslay	8	174	72	S.	34x6	40x6d	8510	4.75x6.00	4-Su	Det.	I	4	Sep	Bev.	St.	Pump.	Fl Pr	Zen.	G.	Opt.	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Met.	F F.	D R	8.25	Sp.	Sp.	I-Tr.	I-Rw.	W S.	W C S.	G C.
Morris	1	122	56	P.	32x4½	32x4½	2070	2.95x4.01	4-Mn	Det.	L	4	Sep	Heli	N M	Th S.	Sp Pr	Sm.	G.	Lucas	M.	Yes.	Ex.	D P.	Eng.	3	C.	1-Met.	½ Fl.	Wo.	7.00	T T.	T T.	I-Rw.	I-Rw.	W W.	H S.	P G.
Pagefield	3½	98	66	S.	36x5½	36x5½d	6380	4.72x5.5	4-Su	Int.	L	2	Sep	Heli	St.	Pump.	Pr Cs	Sol.	G.	Watford	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Met.	F F.	Wo.	6.25	Sp.	Sp.	E-Tr.	E-Rw.	W W.	Disk	P G.
Pagefield	5	177	69	S.	36x5½	42x5½d	7500	5.00x6.00	4-Su	Int.	L	2	Sep	Heli	St.	Pump.	Pr Cs	Cla.	G.	Watford	M.	Ex.	No.	Co.	Se U.	4	Ri.	1-Met.	F F.	D R	7.80	T T.	T T.	E-Tr.	I-Rw.	W W.	W C S.	P G.
Palladium	4	176	68	S.	36x4¾	42x4¾d	6720	4.50x5.50	5-Mn	Int.	L	2	Sep	Heli	Ci.	Pump.	Sp Pr	Zen.	G.	B T H	M.	Ex.	No.	M D	Se U.	4	Ri.	2-Met.	F F.	Wo.	7.80	Sp.	Sp.	E Tr.	I-Rw.	W W.	H C S.	G C.
Scammell †	12	120	64	S.	36x4	36x6d	10,80	05.00x5.50	4-Su	Det.	I	2	Sep	Heli	Ci.	Pump.	Pr Cs	Cla.	G.	Opt.	M.	Ex.	No.	Co.	Se U.	3	Ri.		Dd	Ch.	10.00	R R	R R	E-Tr.	I-Rw.	W S.	W C S.	O C.
Star	1¼	120	56	P.	34x5	34x5	280	03.54x4.72	4-Mn	Det.	L	4	Sep	Heli	St.	Pump.	Splash	Zen.	G.	Watford	M.	Ex.	Ex.	S P.	Se U.	4	Ce.	2-Fab.	½ Fl.	Wo.	6.20	Sp.	Sp.	I-Rw.	I-Rw.	W W.	Disk	P G.
Star	2	138	60	S.	34x3	34x3d	403	03.54x5.9	4-Mn	Int.	L	2	Sep	Chain	No.	Pump.	Pr Cs	Zen.	G.	Watford	M.	Ex.	Ex.	Co.	Eng.	4	Ri.	2-Met.	F F.	Wo.	5.00	T A.	T A.	E-Tr.	I-Rw.	W W.	Disk	P G.
Straker Squire	2	150	56	S.	34x3½	34x3½d	380	03.75x5.00	4-Su	Int.	L	4	Sep	Heli	Ci.	Th S.	Sp Pr	Zen.	V.	Watford	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Fab.	F F.	Wo.	7.20	Sp.	Sp.	I-Rw.	I-Rw.	W S.	W C S.	G C.
Straker Squire	5	180	72	S.	40x5½	40x5½d	798	04.50x6.50	3-Su	Det.	I	4	Int,	Chain.	No.	Pump.	Splash	Zen.	V.	Watford	M.	Ex.	No.	S P.	Se U.	4	Ri.	2-Met.	FF	Wo.	7.00	Sp.	Sp.	I-Rw.	I-Rw.	S N.	H C S.	G C.
Talbot	1¾	145	63	P.	36x6	36x7	3250	3.90x5.12	4-Su	Det.	I	4	Sep	Heli	St.	Pump.	Sp Pr	Zen.	G.	Opt.	M.	Ex.	Yes.	Co.	Se U.	4	Ce.	1-Met.	F F.	D R		T T.	T T	I-Rw.	I-Rw.	S N.	Disk	O C.
Thornycroft	1½	138	60	C.	28x4	28x4	3690	3.75x5.00	3-Mn	Det.	L	4	Sep	Heli	St.	Pump.	Pr Cs	Sol.	G.	Opt.	M.	Ex.	Ex.	S P.	Eng.	4	Ce.	2-Fab.	½ Fl.	Wo.	6.25	Sp.	Sp.	I-Rw.	I-Rw.	W W.	Disk	G C.
Thornycroft	2	144	62	S.	36x3½	36x3½d	4810	4.00x5.50	4-Su	Det.	F	4	Sep	Heli	Ci.	Pump.	Pr Cs	Sol.	G.	Opt.	M.	Ex.	Ex.	Co.	Se U.	3	Ce.	2-Fab.	F F.	Wo.	7.25	Sp.	Sp.	E-Tr.	I-Rw.	S N.	W C S.	G C.
Thornycroft	3	156	67	S.	40x4	40x4d	5670	4.50x6.00	3-Su	Int.	T	2	Sep	Heli	Ci.	Pump.	Pr Cs	Sol.	G.	Opt.	M.	Ex.	Ex.	Co.	Se U.	4	Ri.	2-Fab.	F F.	Wo.	7.25	Sp.	Sp.	E-Tr.	I-Rw.	S N.	W C S.	G C.
Thornycroft	4	163	67	S.	34x4¾	40x4¾d	7500	4.75x6.00	4-Su	Det.	F	4	Sep	Heli	Ci.	Pump.	Pr Cs	Sol.	G.	Opt.	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Fab.	F F.	Wo.	8.25	Sp.	Sp.	E-Tr.	I-Rw.	S N.	W C S.	G C.
Thornycroft	5–6	172	71	S.	34x4¾	40x4¾d	8512	4.75x6.00	4-Su	Det.	F	4	Sep	Heli	Ci.	Pump.	Pr Cs	Sol	G.	Opt.	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Fab.	F F.	Wo.	10.60	Sp.	Sp.	E-Tr.	I-Rw.	S N.	W C S.	G C.
Tilling Stevens	2	174	66	S.	34x4	34x4d	6720	3.75x4.92	3-Su	Int.	L	2	Sep	Spur	St.	Pump.	Splash	Zen.	G.	Opt.	M.	Yes.	Yes.								10.30	Sp.	Sp.	I-Rw.	E-Rw.	W S.	H C S.	P G.
Tilling Stevens	2½	144	57	S.	34x4	34x4d	4370	3.75x4.92	3-Su	Int.	L	2	Sep	Spur	St.	Pump.	Splash	Zen.	G.	Opt.	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Met.	F F.	Wo.	6.00	Sp.	Sp.	I-Rw.	E-Rw.	W S.	H C S.	P G.
Tilling Stevens	4	186	68	S.	36x4¾	36x4¾d	8850	4.50x5.50	4-Su	Det.	L	2	Sep	Chain	No.	Pump.	Splash	Zen.	G.	Opt.	M.	Yes.	Yes.								10.30	Sp.	Sp.	I-Rw.	E-Rw.	W S.	H C S.	P G.
Tilling Stevens	6	174	68	S.	36x5½	40x5½d	7720	4.75x6.00	3-Su	Int.	L	2	Sep	Chain	No.	Pump.	Splash	Zen.	G.	Opt.	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Met.	F F.	Wo.	6.50	Sp.	Sp.	I-Rw.	I-Rw.	W S.	H C S.	P G.
Vulcan	1¼	126	68	P.	36x5	36x5	2680	3.12x5.12	3-Mn	Det.	L	4	Sep	Chain	No.	Pump.	Sp Pr	Zen.	G.	M L	M.	Ex.	Ex.	Co.	Se U.	4	Ce.	2-Met.	F F.	Wo.	6.20	Sp.	Sp.	E-Tr.	I-Rw.	W W.	H C S.	P G.
Vulcan	1½	137	68	S.	34x3½	34x3½d	3800	3.54x5.12	3-Mn	Int.	L	4	Sep	Heli	Ci.	Pump.	Sp Pr	Zen.	G.	M L	M.	Ex.	Ex.	Co.	Se U.	4	Ce.	2-Met.	F F.	Wo.	6.20	Sp.	Sp.	E-Tr.	I-Rw.	W W.	W C S.	P G.
Vulcan	2	132	68	S.	34x4	34x4d	4030	3.74x5.12	4-Mn	Int.	L	4	Sep	Heli	Ci.	Pump.	Pr Cs	Zen.	G.	M L	M.	Ex.	Ex.	Co.	Se U.	4	Ce.	2-Met.	F F.	Wo.	7.70	Sp.	Sp.	E-Tr.	I-Rw.	W W.	W C S.	P G.
Vulcan	2½	132	68	S.	34x4	34x4d	4200	3.92x5.12	4-Mn	Int.	L	4	Sep	Heli	Ci.	Pump.	Pr Cs	Zen.	G.	M L	M.	Ex.	Ex.	Co.	Se U.	4	Ce.	2-Met.	F F.	Wo.	7.70	Sp.	Sp.	E-Tr.	I-Rw.	W W.	W C S.	P G.
Watson	4	156	60	S.	32x4¾	40x4¾d	7160	4.50x5.50	4-Su	Int.	L	2	Sep	Spur	St.	Pump.	Pr Cs	Cla.	G.	Opt.	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Met.	Dd	I G.	7.80	R R	T A.	E-Tr.	I-Rw.	W S.	W C S.	G C.
Watson	6	180	61	S.	36x5½	40x5½d	8850	4.72x5.50	4-Su	Int.	L	2	Sep	Spur	St.	Pump.	Pr Cs	Cla.	G.	Opt.	M.	Ex.	No.	Co.	Se U.	4	Ri.	2-Met.	Dd	I G.	8.90	R R	T A.	E-Tr.	I-Rw.	W S.	W C S.	G C.

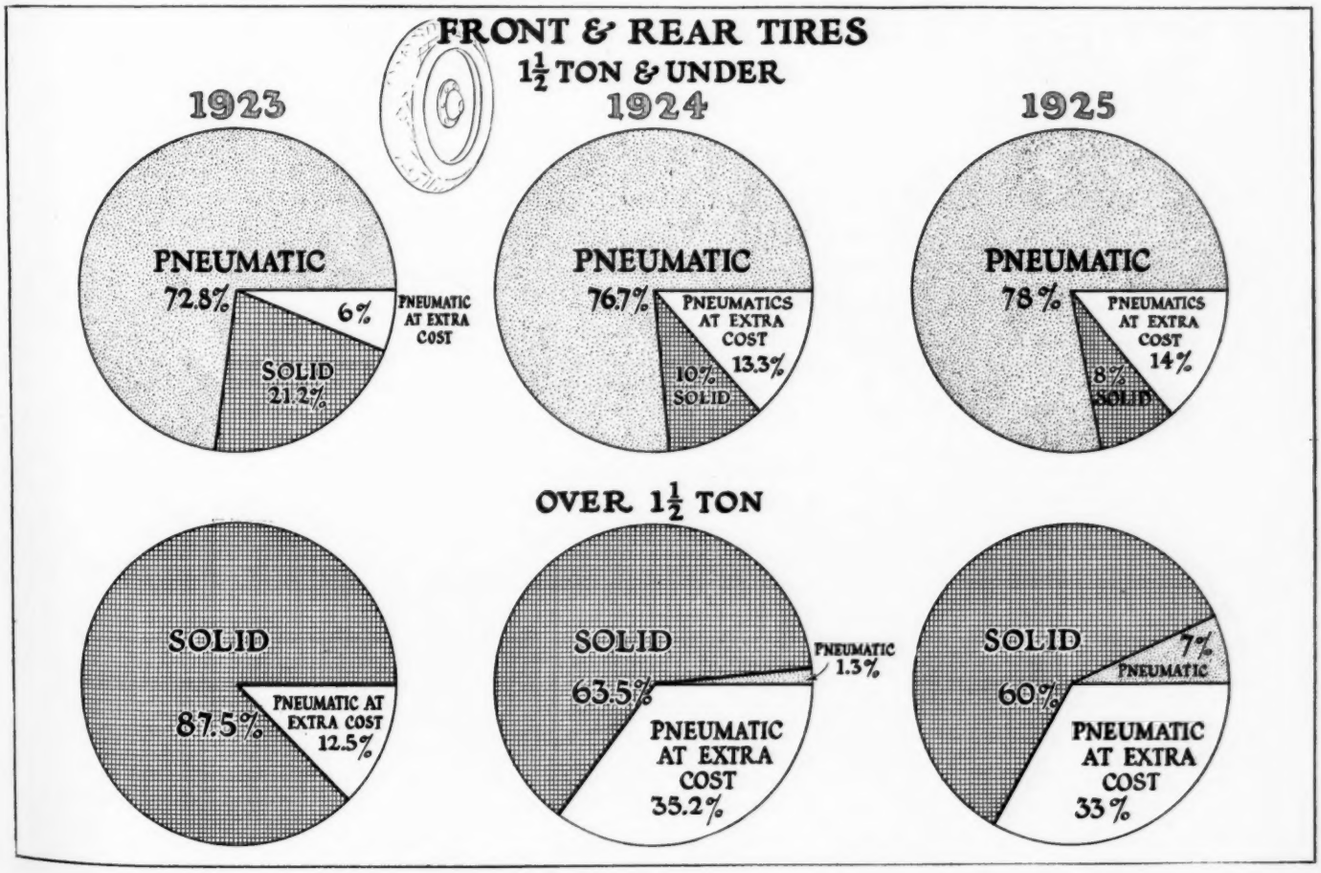
ABBREVIATIONS:

B—Battery
C—Cushion
Ca—Cam
Ch—Chain
Ce—Central
CI—Cast Iron
Co—Cone
Cla—Claudel
d—Dual
DR—Double Reduction Gears (bevel and spur)
Dd—Dead
Det—Detachable
Eng—Unit with Engine
Ex—Extra
EccRd—Eccentric Rods
ERw—External or Rear Wheels
ETr—External Transmission
Fab—Fabric Disk
FF—Full Floating
½ Fl—Semi-Floating
FlPr—Full Pressure
FPl—Flitch Plate, reinforced
F—In head and side
G—Gravity
GC—Grease Cups
Helt—Helical Gears
HCS—Hollow Cast Steel
HS—Hollow Pressed Steel
I—Overhead Valves
Int—Integral
IG—Internal Gears
IRw—Internal on Rear Wheels
ITr—Internal Transmission
IFw—Internal Front Wheels
L—Side Valves
M—Magneto
MD—Multi Disk
MO—Multi Disk in Oil
Mn—Main Frame
Met—Metallic
N-M—Non-Metallic
No—None
OC—Oil Cups
Opt—Optional
P—Pneumatic
Pl—Planetary
PG—Pressure Gun
PrCs—Pressure to Crankshaft Bearings and Big-Ends through Hollow Crankshaft
Ri—On Right
RR—Radius Rods
SeU—Separate Unit
Sep—Separate
S—Solid
Sl—Sleeve Type
SpPr—Splash and Pressure
Sp—Spiral Bevel
Sp—Springs
St—Steel
Sm—Smith
SN—Screw and Nut
Su—Sub-frame
SP—Single Dry Plate
Spur—Straight Spur Gear
Sol—Solex
TA—Torque Arm
T—Valves both sides
ThS—Thermo-Siphon
TT—Torque Tube
V—Vacuum
WCS—Webbed Cast Steel
Wo—Worm Gear
WW—Worm and Worm Wheel
WS—Worm and Segment
Zen—Zenith
†—Truck Tractor
*—Six Cylinders

Truck Sizes and Tire Equipment



Relatively little change has occurred in the proportion of truck models offered in each tonnage class since 1923. *There is a slight decrease in the proportion of models in the* 1½*-ton and under groups, but production and sales in these groups far exceed those in the two other groups combined*



Pneumatics for the lighter weight trucks are increasing gradually at the expense of solids and are used by a large proportion of all the large production light trucks, many of which are modified passenger car chassis. A greater proportionate gain has been made by pneumatics on the heavier trucks, but solids still continue to be a dominant factor in the heavy truck tire equipment

American Agricultural

MAKE AND MODEL	GENERAL										ENGINE															
																		Governor		Ignition	Fuel System					
	Price	Capacity: No. of 14" Plows	Plowing Speed (M.P.H.)	Wgt. Complete (Lbs.)	Wheel Base (Ins.)	Minimum Turning Diameter (Ft.)	Ground Clearance (Ins.)	Drawbar Type	Drawbar—Belt Rating	Steering Type	Make	Rated Horsepower (N.A.C.C.)	Number Cylinders	Bore and Stroke (Ins.)	Engine Type	No. of Cyls. per Casting	Valve Arrangement	Normal R.P.M. at Plowing Speed	Make	Type	Make of System	Impulse Starter Fitted?	Make and Size of Carburetor (Ins.)	Fuel Feed	Number and Capacity of Fuel Tanks (gals.)	Water Injected?	Make of Air Cleaner
Adv.-Rumely Oil Pull...K	....	3	2.90	6638	80	14' 0"	13¼	Hor...	12-20	F.A.K..	Own..	28.80	2	6 x8	Hor.	2	IH....	566	Own...	Cent.	Bosch.	Yes.	Own-2¼..	Pres..	2-1G-23K...	Yes.	Don...
Adv.-Rumely Oil Pull...H	....	4	2.10	9506	92½	17' 0"	15½	Hor...	16-30	F.A.K..	Own..	39.20	2	7 x8½	Hor.	2	IH....	530	Own...	Cent.	Bosch.	Yes.	Own-2½..	Pres..	2-1G-34K...	Yes.	Don...
Adv.-Rumely Oil Pull...G	....	6	2.00	12968	103	21' 0"	17⅞	Hor...	20-40	F.A.K..	Own..	51.20	2	8 x10	Hor.	1	IH....	450	Own...	Cent.	Bosch.	Yes.	Own-2¾..	Pres..	2-1G-41K...	Yes.	Don...
Adv.-Rumely Oil Pull...E	....	8–10	1.90	26000	141	22' 0"	15	Hor...	30-60	S.A....	Own..	80.00	2	10x12	Hor.	1	IH....	375	Own...	Cent.	Bosch.	No .	Own-3¼..	Pres..	2-3G-70K...	Yes.	None..
Adv.-Rumely Oil Pull...L	....	3	1.90	5510	80	15' 0"	10	Hor...	15-25	F.A.K..	Own..	27.03	2	5⅝x7	Hor.	2	IH....	755	Own...	Cent.	Bosch.	Yes.	Own.....	Pres..	2-1½G-15K..	Yes.	Don...
Adv.-Rumely Oil Pull...M	....	4	1.90	7948	88	17' 0"	10	Hor...	20-35	F.A.K..	Own..	37.13	2	6¼x8½	Hor.	2	IH....	635	Own...	Cent.	Bosch.	Yes.	Own.....	Pres..	2-1½G-24.4K	Yes.	Don..
Adv.-Rumely Oil Pull...S	....	8	1.90	16150	115	22' 0"	12	Hor...	30-60	F.A.K..	Own..	64.80	2	9 x11	Hor.	2	IH....	470	Own...	Cent.	Bosch.	Yes.	Own.....	Pres..	2-2G-48.5K..	Yes.	Don..
Allis-Chalmers..6-12	$395	1	2.40	2500	81	9' 11"	26½	Ver...	6-12	T.D.M.	LeRoi.	15.63	4	3¼x4½	Ver.	4	"L"H.	1200	LeRoi..	Cent.	Dixie..	No..	King-⅞..	Gra..	1-G8½.....	No..	Ben...
Allis-Chalmers.....15-25	1285	3	2.50	4700	78	12' 0"	13	Uni...	15-25	F.A.K..	Own..	27.23	4	4¼x5½	Ver.	2	IH....	1100	Own...	Cent.	Dixie..	Yes.	King-1¼..	Gra..	1-G20.....	No..	Taco..
Allis-Chalmers.....20-35	1685	4	2.50	6150	94	12' 0"	11½	Uni...	20-35	F.A.K..	Own..	36.10	4	4¼x6½	Ver.	4	IH....	930	Own...	Cent.	Dixie..	Yes.	Scheb-1½	Gra..	3-G40.....	No..	Taco..
Allwork.....CA	1295	3	2.75	5200	80	24' 0"	14	Ver...	16-30	F.A.K..	Own..	40.00	4	5 x6	Ver.	1	"L"H.	900	Own...	Cent.	Bosch.	Yes.	King-1½..	Gra..	2-5G-25K...	No..	Ben...
Allwork.....G	1495	3	2.75	4800	75	19' 0"	13	Uni...	14-28	F.A.K..	Own..	36.10	4	4¼x6	Ver.	1	"L"H.	900	Own...	Cent.	Bosch.	Yes.	King-1½..	Gra..	2-5G-25K...	No..	Ben...
Allwork.....D	1695	4–5	2.75	6500	80	26' 0"	14	Ver...	20-35	F.A.K..	Own..	44.10	4	5¼x6	Ver.	1	"L"H.	900	Own...	Cent.	Bosch.	Yes.	King-1½..	Gra..	2-5G-25K...	No..	Ben...
Allwork.....DA	2200	5	2.75	8400	87	28' 0"	14	Ver...	22-40	F.A.K..	Own..	48.40	4	5½x7	Ver.	1	"L"H.	900	Own...	Cent.	Bosch.	Yes.	King-1¾..	Gra..	2-5G-25K...	No..	Ben...
Aro.....G	450	1–12	2.50	1100	.....	.....	10½	NonA..	8–	T.D.M.	Own..	36.10	4	4¼x5	Ver.	4	"L"H.	850	Own...	Cent.	Bosch.	No..	Scheb-1¼	Gra..	1-2¼-G.....	No..	Don..
Avery.....15	....	3–4	2.50	4500	70	.....	....	Hor...	15–	F.A.K..	Own..	32.40	4	4¼x6	Hor.	4	IH....	....	Pier....	Cent.	K.W..	Yes.	Strom-1¼	Gra..	2-2G-16K...	No..	Ben...
Avery.....20-35	....	4–5	3.00	7500	80	12' 0"	16	Hor...	20-35	F.A.K..	Own..	38.03	4	4¼x7	Hor.	4	IH....	700	Own...	Cent.	K.W..	Yes.	King-1½..	Gra..	2-3½G-30K..	Yes.	None..
Avery.....25-50	....	5–6	4.00	12500	114	20' 0"	16	Hor...	25-50	S.A....	Own..	67.60	4	6½x7	Hor.	2	IH....	700	Own...	Cent.	K.W..	Yes.	King-2....	Gra .	2-5G-50K...	Yes.	None..
Avery.....45-65	....	8–10	3.00	22000	138	20' 6"	20	Hor...	45-65	S.A....	Own..	96.10	4	7¾x8	Hor.	2	IH....	500	Own...	Cent.	K.W..	Yes.	King-2....	Gra..	2-5G-65K...	Yes.	None..
‡Avery.....(Track Runner)	....	3	2.66	5000	.....	9' 0"	....	Uni...	.....	T.D.M.	Own..	25.60	4	4 x5½	Ver.	4	IH....	1000	Pharo..	Hyd .	K.W..	Yes.	King-1¼..	Gra .	2-2G-23K...	No .	Unit..
‡Avery.....(Road Razer)	....	0	Var.	4600	.....	.....	....	Hor...	.....	F.A.K..	Own..	21.60	6	3 x4	Ver.	6	"L"H.	1250	Own...	Cent.	K.W..	Yes.	King-1....	Gra .	1-20G.....	No..	Ben...
Bates (Steele Mule).....H	....	3	2½3½	3600	82½	20' 0"	12	Hor...	15-25	F.A.K..	Midw.	27.23	4	4¼x5½	Ver.	2	IH....	1100	Simp...	Cent.	Bosch.	Yes.	Ben-1¼..	Gra .	2-8G-10K...	No..	Pom...
Bates (Steele Mule).....F	....	3	2½3½	4850	80	16' 0"	12	Hor...	18-25	F.A.K..	Beav..	28.90	4	4¼x6	Ver.	2	IH....	1100	Simp...	Cent.	Bosch.	Yes.	Ben-1¼..	Gra .	2-8G-10K...	No..	Pom...
Bates (Steele Mule).....G	....	4	2½3½	6500	80½	13' 6"	12	Hor...	25-35	F.A.K..	Wauk.	32.40	4	4¼x6	Ver.	2	IH....	1000	Simp...	Cent.	Bosch.	Yes.	King-1½..	Gra .	1-26G.....	No..	Pom...
‡Bates (Steele Mule)...40	....	0	Var.	9500	84	14' 0"	14	Hor...	30-40	T.D.M.	Wauk.	40.00	4	5 x6¼	Ver.	2	IH....	1000	Simp...	Cent.	Bosch.	Yes.	King-1½..	Gra .	1-30G.....	No..	Pom...
Bates (Steele Mule)....25	....	0	Var.	6500	80	12' 0"	14	Hor...	20-30	T.D M.	Beav..	32.40	4	4¼x6	Hor.	2	IH....	1000	Simp...	Cent.	Bosch.	Yes.	King-1¼..	Gra .	1-14G.....	No..	Pom...
Bear.....B	4250	4	3.80	6500	64	12' 0"	11	Uni...	25-35	T.D M.	Stea..	36.10	4	4¼x6½	Ver.	4	IH....	1290	Dupl..	Cent.	Bosch.	Yes.	Scheb-1¾	Gra..	1-40G.....	No..	Pom...
Beeman.....K	265	7	¾–3	550	17¼	5' 0"	9	V-H..	2– 4	.....	Own..	4. 8	1	3½x4½	Ver.	1	"L"H.	1000	None...	Cent.	Own..	No..	King-¾..	Gra .	1-1½G.....	No..	None.
Best.....30	....	4	2.62	8700	....	12' 0"	11½	Hor...	25-30	T.D M.	Own..	36.10	4	4¼x6½	Ver.	1	IH....	850	Own...	Cent.	Bosch.	Yes.	Strom-1½	Gra .	2-2½G-28K..	No..	Pom...
Best.....60	....	8	2.62	19000	....	18' 0"	14	Hor...	50-60	T D M	Own..	67.60	4	6½x8½	Ver.	1	IH....	650	Own...	Cent.	Bosch.	Yes.	Strom-1¾	Vac .	2-3G-56K...	No..	Pom...
Bryan.....Steam	2385	3	2.50	5500	88	14' 0"	15	Hor...	15-30	F.A.K..	Own..	20.00	2	4 x5	Hor.	2	Sli....	300	Pick...	Cent.	None..	No..	None.....	Pres.	1-30K.....	No..	None..
Case.....12-20	895	3	2.60	4230	65	24' 0"	11½	Hor...	12-20	F.A.K..	Own..	27.23	4	4¼x5	Ver.	4	IH....	1050	Own...	Cent.	Bosch.	Yes.	King-1¼..	Gra .	2-2¼G-17½K	No..	Own..
Case.....15-27	1350	3–4	2.75	6600	76½	27' 3"	14	Hor...	15-27	F.A.K..	Own..	37.40	4	4¼x6	Ver.	4	IH....	900	Own...	Cent.	Bosch.	Yes.	King-1⅝..	Gra .	2-2½G-20K..	Yes.	Own..
Case.....22-40	2650	4–6	2.60	10700	96	40' 6"	15	Hor...	22-40	F.A.K..	Own..	48.40	4	5¼x6½	Ver.	2	IH....	850	Own...	Cent.	Bosch.	Yes.	King-2....	Gra .	2-3½G-26½K	Yes.	Own..
Caterpillar.....2 Ton	....	3	3.00	4700	....	11' 0"	11	Hor...	15–	T D.M.	Own..	25.60	4	4 x5¼	Ver.	4	IH....	1000	Own...	Cent.	Eise ..	Yes.	King-1¼..	Gra .	1-19G.....	No.	Strom.
‡Caterpillar.....5 Ton	....	4	3.00	9400	83	14' 0"	12	NonA.	25–	T.D.M.	Own..	36.10	4	4¼x6	Ver.	2	IH....	1050	Own...	Cent.	Eise ..	Yes.	Scheb-1½	Vac .	1-46-G.....	No..	Strom
‡Caterpillar.....10 Ton	....	6	3.00	19500	98	18' 0"	17	NonA.	40–	T.D.M.	Own..	67.60	4	6¼x7	Ver.	1	IH....	750	Own...	Cent.	Eise ..	Yes.	King-2....	Gra .	1-46-G.....	No..	Strom.
Cletrac.....W	1270	2	3.00	3455	.....	12' 0"	12	Hor...	12-20	T.D.M.	Own..	25.60	4	4 x5½	Ver.	4	IH....	1265	Own...	Cent.	Teagle	Yes.	King-1½..	Gra .	2-4½G-11K...	No..	Own...
Eagle.....H	....	3	2.00	5850	81	13'	17	Hor...	13-25	F.A.K..	Own..	39.20	2	7 x8	Hor.	2	IH....	450	Pick...	Cent.	Dixie .	Yes.	Scheb-1½	Gra .	2-4G-12K...	Yes.	Own..
Eagle.....H	....	4	2.00	7100	88	15'	17	Hor...	16-30	F.A.K..	Own..	51.20	2	8 x8	Hor.	2	IH....	450	Pick...	Cent.	Dixie .	Yes.	Scheb-1¾	Gra .	2-5G-18K...	Yes.	Own..
Eagle.....H	....	4–5	2.00	7100	.....	.....	17	Hor...	20-40	F.A.K..	Own..	51.20	2	8 x10	Hor.	2	IH....	450	Pick...	Cent.	Dixie .	Yes.	Scheb-1¾	Gra .	2-5G-18K...	Yes.	Own..
E-B.....AA	....	3	2.70	4550	87½	12' 6"	11	Hor...	12-20	F.A.K..	Own..	36.10	4	4¼x5	Ver.	2	"L"H.	900	Own...	Cent.	K-W..	Yes.	Strom-1½	Gra .	2-4G-20K...	Yes.	Ben...
E-B.....16-32	....	4	2.26	9400	126	22' 0"	16	Hor...	16-32	S.A....	Own..	44.10	4	5½x7	Ver.	2	"L"H.	750	Pick...	Cent.	Simms	Yes.	Strom-1¾	Gra .	2-5G-35K...	Yes.	Ben...
Fageol.....10-15	1320	2	2.50	3800	177	.....	....	Hor...	10-15	F.A.K..	Lyco	22.00	4	3½x5	Ver.	4	"L"H.	1250	Own...	Cent.	Dixie..	Yes.	Zen-1....	Gra .	1-17G.....	No..	Own...
Fitch.....Four Drive	2100	4	3.00	58	87	12' 6"	14	Hor...	40–	F.A.K..	Clim..	40.00	4	5 x6¼	Ver.	2	"L"H.	800	Clim...	Cent.	Eise ..	Yes.	King-1½..	Gra .	1-2½G-28K..	Yes.	Ben...
Fordson.....	495	2	2.75	2562	63	21' 0"	11⅜	Hor...	–18	F.A.K..	Own..	25.60	4	4 x5	Ver.	4	"L"H.	1000	None ..	Cent.	Own..	No..	Holley-1½	Gra .	2-1½G-20K..	Yes.	Own..
Fox.....E20-40	2390	4	2.60	7000	90	14' 0"	15	Hor...	20-40	F.A.K..	Own..	50.00	4	5¼x7½	Hor.	2	IH....	750	Own...	Cent.	Split..	Yes.	King-1½..	Vac .	2-2G-25K...	Yes.	Own..
Frick.....12-20	....	2	2.30	5800	92	12' 6"	15	Hor...	12-20	F.A.K..	Erd ..	25.60	4	4 x6	Ver.	4	IH....	900	Erd	Cent.	King .	Yes.	King-1¼..	Gra .	2-3G-20K...	No .	King .
Frick.....15-28	....	3	2.13	6730	92	12' 6"	16	Hor...	15-28	F.A.K..	Beav..	36.20	4	4½x6	Ver.	4	IH....	900	Pick...	Cent.	Dixie .	Yes.	Zen-1½..	Gra .	2-3G-20K...	No..	Unit..
Gray.....22-40	....	4	3.14	6900	140	34' 6"	18	NonA.	22-40	F.A.K..	Wauk.	40.00	4	5 x6¼	Ver.	2	"L"H.	1000	Wauk..	Cent.	Bosch.	Yes.	Ben-1½..	Gra..	1-35G.....	No.	Ben...
Hart-Parr.....12-24	....	2	3.00	4250	76	22' 0"	11⅜	Hor...	12-24	F.A.K..	Own..	24.20	2	5¼x6½	Hor.	2	IH....	800	Own...	Cent.	K-W..	Yes.	Scheb-1½	Gra .	2-1G-14K...	Yes.	Unit..
Hart-Parr.....16-30	....	3	3.00	5250	83	24' 0"	11⅜	Hor...	16-30	F.A.K..	Own..	33.80	2	6½x7	Hor.	2	IH....	750	Own...	Cent.	K-W .	Yes.	Scheb-1½	Gra .	2-1G-23K...	Yes.	Unit..
Hart-Parr.....22-40	....	4	3.11	7510	91	24' 0"	11⅜	Hor...	22-40	F.A.K..	Own..	48.50	4	5¼x6½	Hor.	2	IH....	800	Own...	Cent.	K-W .	Yes.	Scheb-1½	Gra .	2-1G-29K...	Yes.	Unit..
Huber.....(Light Four)	985	3	2.50	5000	91	12' 0"	16	Uni...	12-25	F.A.K..	Wauk.	32.40	4	4¼x5½	Ver.	2	"L"H.	1000	Wauk..	Cent.	King .	Yes.	King-1¼..	Gra .	2-2½G-22K.	Yes.	Ben...
Huber.....(Super 4)	....	3	2.80	6000	91	12' 3"	16	Uni...	15-30	F.A.K..	Midw.	32.40	4	4¼x6	Ver.	2	IH....	1100	Taco...	Cent.	Eise ..	Yes.	King-1¼..	Gra .	1-24½G.....	No .	Pom...
Huber.....10T	....	0	3.00	21000	136	13' 0"	10	Uni...	10T	S.A....	Midw.	32.40	4	4½x6	Ver.	2	IH....	1000	Taco ..	Cent.	Eise ..	Yes.	King-1¼..	Gra .	1-44G.....	No .	Pom...
John Deere.....D	....	3	3.30	3900	65	10' 6"	10½	Hor...	15-27	F.A.K..	Own..	33.80	2	6½x7	Hor.	2	IH....	800	Own...	Cent.	Split..	Yes.	Scheb-1½	Gra .	1-EG-18K..	Yes.	Don...
J. T.....22	3500	3	1¼–5	9400	74	6' 0"	15	Hor...	40–	T.D.M.	Clim..	40.00	4	5 x6¼	Ver.	2	"L"H.	800	Clim...	Cent.	K-W .	Yes.	Zenith-1½	Gra .	2-29G.....	No..	Ben...
La Crosse.....M	....	1	2.50	3000	72	8' 6"	30	Hor...	6–12	F.A.K..	Own..	12.80	2	4 x6	Hor.	2	IH....	1000	Own...	Cent.	A-K ..	No .	King-1¼..	Gra .	2-1G-13K...	No..	None..
La Crosse.....H	....	3	3.00	3800	90	9' 6"	14	Hor...	12-24	F.A.K..	Own..	28.80	2	6 x7	Hor.	2	IH....	900	Own...	Cent.	A-K ..	No .	King-1¾..	Gra .	2-5G-25K...	Yes.	Ben...
Lauson.....S	1295	3	3.00	4200	78	13' 0"	....	Hor...	12-25	F.A.K..	Midw.	27.23	4	4¼x5½	Ver.	4	IH....	1200	Taco ..	Cent.	Dixie .	Yes.	King-1¼..	Gra .	1-20G.....	No .	Taco .
Lauson.....T	1675	4	2.50	6200	86	14' 0"	12	Hor...	15-30	F.A.K..	Beav..	36.10	4	4¼x6	Ver.	4	IH....	1000	Taco...	Cent.	Dixie .	Yes.	King-1⅝..	Gra .	2-5G-15K...	No..	Taco .
Leader.....B	375	2	2.50	4800	84	15' 0"	18	Hor...	12-18	F.A.K..	Own..	28.80	2	6½x6	Opp	1	"L"H.	800	Own...	Cent.	King .	Yes.	King-1½..	Gra .	2-2½G-18K.	Yes.	Own..
Leader.....N	1275	3–4	2.25	5800	76	15' 0"	8	Hor...	16-32	F.A.K..	Clim..	40.00	4	5 x6	Ver.	2	"L"H.	800	Clim...	Cent.	Eise .	Yes.	Strom-1½	Gra .	2-3½G-30K..	No .	Ben...
Little Giant.....B	....	4	2.50	5200	87	30' 0"	12½	Hor...	12-22	F.A.K..	Own..	32.40	4	4¼x5	Ver.	2	"L"H.	900	Own...	Cent.	King .	Yes.	King-1½..	Gra .	2-5G-25K...	No .	Don...
Little Giant.....A	....	6	2.50	8700	102	40' 0"	14½	Hor...	18-35	F.A.K..	Own..	48.40	4	5½x6	Ver.	2	"L"H.	700	Pick...	Cent.	King..	Yes.	King-2....	Gra .	2-5G-20K...	No .	Don...
Lombard.....100	....	12–16	....	19000	168	23' 0"	10	Hor...	–100	F.A.K..	Own..	79.35	6	5½x7	Ver.	2	"L"H.	1200	Spec...	Cent.	Spec..	No .	Spec.....	Vac .	1-65G.....	No .	None.
London.....12-25	....	3	2.40	.....	83	9' 0"	....	Uni...	12–25	F.A.K..	Midw.	27.23	4	4¼x5½	Ver.	4	IH....	1200	Taco ..	Cent.	K-W ..	....	Colum-1½	Gra .	1-24G.....	No .	None.
McCormick-Deering.10-20	....	2	3.00	3700	78	15' 0"	....	Uni...	10–20	F.A.K..	Own..	28.90	4	4¼x5	Ver.	1	IH....	1000	Own...	Cent.	Split..	Yes.	Ensign-...	Gra .	2-3½G-14½K..	No..	Own...
McCormick-Deering.15-30	....	3	3.00	5750	85	15' 0"	11	Uni...	15–30	F.A.K..	Own..	32.40	4	4¼x6	Ver.	1	IH....	1000	Own...	Cent.	Split..	Yes.	Ensign-...	Gra .	2-1G-17K...	Yes.	Own...
Minneapolis.....12-25	....	3	2.21	6600	100	17' 1"	....	Hor...	12–25	F.A.K..	Own..	32.40	4	4¼x7	Ver.	4	IH....	750	Own...	Cent.	K-W..	....	King-1½..	Gra .	2-3G-18.3K.	Yes.	Ben...
Minneapolis.....17-30	....	3–4	2.75	6400	79⅞	13' 6"	14	Uni...	17–30	F.A.K..	Own..	36.10	4	4¼x7	Ver.	..	IH....	775	Own...	Cent.	Bosch.	....	King-1¾..	Gra .	2-6G-18K...	Yes.	Simp..
Minneapolis.....22-44	....	4–5	2.70	12410	109½	15' 3"	17	Hor...	22-44	S.A....	Own..	37.60	4	6 x7	Hor.	2	IH....	700	Own...	Cent.	K-W ..	....	King-2....	Gra .	2-9G-30K...	Yes.	None.
Minneapolis.....35-70	....	8–10	2.10	22500	136	20' 6"	16	NonA.	35–70	S.A....	Own..	87.52	4	7½x9	Hor.	2	IH....	550	Own...	Cent.	K-W ..	....	King-2½..	Gra .	2-20G-80K..	Yes.	None.
‡Monarch.....C	3800	4	2.40	8700	.....	14' 0"	16	Hor...	20–30	T.D M.	Beav..	36.10	4	4¼x6	Ver.	2	IH....	1200	Pharo..	Hyd .	K-W..	Yes.	Strom-1¾	Gra .	1-30G	No .	Own...
‡Monarch.....E	5000	0	....	12000	.....	14' 0"	16	Hor...	25–40	T.D M.	Beav..	36.10	4	4¼x6	Ver.	2	IH....	1200	Pharo..	Hyd .	Bosch.	Yes.	Strom-1¾	Vac .	1-45G.....	No..	Own...
‡Monarch.....D	6250	0	....	16000	.....	16' 0"	12	Hor...	35–60	T.D M.	Beav..	54.15	6	4¼x6	Ver.	2	IH....	1200	Pharo..	Hyd .	Bosch.	Yes.	Strom-1¾	Vac .	1-45G.....	No..	Own...

ABBREVIATIONS:

GENERAL:
‡—Industrial Tractor
FAK—Front Axle Knuckle
Hor—Horizontal
Non-A—Non-Adjustable
SA—Swinging Axle
TDM—Thru Driving Members
Uni—Universal
Ver—Vertical

ENGINE:
A-K—Atwater-Kent
Beav—Beaver
Ben—Bennett
Brem—Bremmer
Cent—Centrifugal
Cir-Spl—Circulating Splash
Clim—Climax
Colum—Columbia
Don—Donaldson
Dupl—Duplex
Ecc—Eccentric
Eise—Eisemann
Elec—Electrical
Full—Fuller
Gra—Gravity
Hol-Crk—Hollow Crank Shaft with Pressure to all Crankshaft Bearings
Hor—Horizontal
Hyd—Hydraulic
IH—In Head
K—Kerosene
King—Kingston
"L"H—"L" Head
Lyco—Lycoming
McC—McCord
M-FMO—Multi-Feed Mechanical Oiler
Midw—Midwest
Mod—Modine
O—Oil
Opp—Opposed
Perf—Perfex
Pick—Pickering
Pier—Pierce
Pist—Piston
Pom—Pomona
Pres—Pressure
Rains—Rainstrom

Tractor Specifications

ENGINE						CLUTCH		BELT PULLEY				TRANSMISSION														MAKE AND MODEL
Oiling System		Cooling System																								
Type of System	Type of Pump	Make of Radiator	Circulation By	Capacity of System (Gals.)	Fluid	Make	Type	Diameter (Ins.)	Face (Ins.)	Normal R.P.M.	Clutch Type	Make	Type	No. of Forward Speeds	Final Drive	Diameter and Face Traction Members (Ins.)	Drive from Gearset to Traction Members	Drive Taken Through	Drive Wheel Axle Type	Does Differential Lock?	Type; Drive Shaft Axle Bearings	Individual Brakes for Steering?	Individual Clutches for Steering?	Number of Non-Drive Wheels	Frame Type	
M.F.M.O.	Pist.	Own.	Pump.	10½	O.	Own.	E.S.	19	7	560	Spec.	Own.	S.G.	2	Wheel.	51-12	S.G.	Rim.	Rev.	No.	Roller	No.	No.	2	Roll.	Adv.-Rumely Oil Pull...K
M.F.M.O.	Pist.	Own.	Pump.	15	O.	Own.	E.S.	23	8½	530	Spec.	Own.	S.G.	2	Wheel.	56-16	S.G.	Rim.	Rev.	No.	Roller	No.	No.	2	Roll.	Adv.-Rumely Oil Pull...H
M.F.M.O.	Pist.	Own.	Pump.	17	O.	Own.	E.S.	26	9	450	Spec.	Own.	S.G.	2	Wheel.	64-20	S.G.	Rim.	Rev.	No.	Roller	No.	No.	2	Roll.	Adv.-Rumely Oil Pull...G
M.F.M.O.	Pist.	Own.	Pump.	70	O.	Own.	E.S.	36	11	375	Spec.	Own.	S.G.	1	Wheel.	80-30	S.G.	Rim.	Dead	No.	Plain.	No.	No.	2	Roll.	Adv.-Rumely Oil Pull...E
M.F.M.O.	Pist.	Own.	Pump.	10	O.	Own.	S.P.	16	7½	755	Spec.	Own.	S.G.	3	Wheel.	48-12	S.G.	Hub	Read.	Yes.	Ball	No.	No.	2	P.S.	Adv.-Rumely Oil Pull...L
M.F.M.O.	Pist.	Own.	Pump.	13	O.	Own.	S.P.	18¾	8½	635	Spec.	Own.	S.G.	3	Wheel.	62-16	S.G.	Hub	Read.	Yes.	Ball	No.	No.	2	P.S.	Adv.-Rumely Oil Pull...M
M.F.M.O.	Pist.	Own.	Pump.	38	O.	Own.	S.P.	25	10	470	Spec.	Own.	S.G.	3	Wheel.	64-24	S.G.	Hub	Rev.	Yes.	Ball	No.	No.	2	P.S.	Adv.-Rumely Oil Pull...S
Cir. Spl.	Pist.	Own.	Th-S.	3½	W.	B & B.	S P.	10	5½	1200	None	Own.	S.G.	1	Wheel.	48-6	S. &I.G.	Rim.	Dead	No.	Plain.	No.	No.	2	One P.	Allis-Chalmers...6-12
Hol. Crk.	Gear.	Own.	Pump.	6	W.	Own.	E.S.	12½	6½	817	None	Own.	S.G.	2	Wheel.	46-12	I.G.	Rim.	Rev.	No.	Roller.	No.	No.	2	One P.	Allis-Chalmers...15-25
Hol. Crk.	Gear.	Own.	Pump.	10	W.	Own.	E.S.	13	7½	930	None	Own.	S.G.	2	Wheel.	50-12	I.G.	Rim.	Rev.	No.	Roller.	No.	No.	2	One P.	Allis-Chalmers...20-35
Cir. Spl.	Pist.	Perf.	Pump.	12	W.	Own.	M.D.D.	13¾	7½	900	M.D.D.	Own.	S.G.	3	Wheel.	48-12	S.G.	Rim.	Rev.	No.	Roller.	No.	No.	2	Roll.	Allwork...CA
Cir. Spl.	Pist.	Perf.	Pump.	10	W.	Own.	M.D.D.	11	7	900	M.D.D.	Own.	S.G.	3	Wheel.	48-12	S.W.G.	Rim.	Rev.	No.	Roller.	Yes.	No.	2	Roll.	Allwork...G
Hol. Crk.	Gear.	Perf.	Pump.	12	W.	Own.	M.D.D.	13¾	7½	900	M.D.D.	Own.	S.G.	3	Wheel.	48-14	S.G.	Rim.	Rev.	No.	Roller	No.	No.	2	Roll.	Allwork...D
Hol. Crk.	Gear.	Perf.	Pump.	15	W.	Own.	M.D.D.	14¼	9½	900	M.D.D.	Own.	S.G.	3	Wheel.	48-14	S.G.	Rim.	Rev.	No.	Roller	No.	No.	2	Roll.	Allwork...DA
Cir. Spl.	Gear.	S-J.	Pump.	....	W.	Own.	M.D.D.	4½	6	750	M.D.D.	Own.	S.G.	2	Wheel.	30-4	Worm.	Axle	Live	No.	Roller	No.	No.	0	Cast.	Aro...G
M.F.M.O.	Gear.	Own.	Pump.	....	W.	Own.	M.D.D.	16	7⅜	900	M.D.D.	Own.	S.G.	2	Wheel.	50-12	S.G.	Axle	Live	No.	Ball	Yes.	No.	2	Roll.	Avery...15
M.F.M.O.	Gear.	Own.	Pump.	....	W.	Own.	M.D.D.	16	7½	900	M.D.D.	Own.	S.G.	2	Wheel.	60-16	S.G.	Spokes.	Rev.	No.	Plain.	No.	No.	2	Roll.	Avery...20-35
M.F.M.O.	Gear.	Own.	Pump.	55	W.	Own.	M.D.D.	22	8½	700	M.D.D.	Own.	S.G.	2	Wheel.	60-20	S.G.	Spokes.	Rev.	No.	Plain.	No.	No.	2	Roll.	Avery...25-50
M.F.M.C.	Gear.	Own.	Pump.	....	W.	Own.	M.D.D.	26	10	600	M.D.D.	Own.	S.G.	2	Wheel.	87½-24	S.G.	Spokes.	Rev.	No.	Plain.	No.	No.	2	Roll.	Avery...45-65
Hol. Crk.	Gear.	Own.	Pump.	6¾	W.	T.D.	S.P.	12	6½	1000	.....	Own.	S.G.	3	Track.	−8½	S.G.	Spokes.	Rev.	No.	Ball	Yes.	Yes.	0	Roll.	‡Avery...(Track Runner)
Cir. Spl.	Gear.	Own.	Th-S.	6¾	W.	Own.	M.D.D.	0	0	0	None	Own.	S.G.	3	Wheel.	42-6	S.G.	Spokes.	Dead.	No.	Roller.	Yes.	No.	1	Roll.	‡Avery...(Road Razer)
Hol. Crk.	Gear.	Perf.	Pump.	6	W.	T.D.	S.P.	12	8½	850	S.P.	Own.	S.G.	2	Wheel.	48-10	S.G.	Axle	Dead.	No.	Roller	Yes.	No.	2	Roll.	Bates (Steele Mule)...H
Hol. Crk.	Gear.	Perf.	Pump.	6	W.	B & B.	S.P.	12	8½	850	S.P.	Own.	S.G.	2	Track.	56-10	S.G.	Axle	Dead.	Yes.	Roller	Yes.	No.	2	Roll.	Bates (Steele Mule)...F
Hol. Crk.	Gear.	Perf.	Pump.	10	W.	T.D.	S.P.	12	8½	850	S.P.	Own.	S.G.	2	Track.	56-10	S.G.	Axle	Dead	Yes.	Roller	Yes.	No.	2	Roll.	Bates (Steele Mule)...G
Hol. Crk.	Gear.	Perf.	Pump.	10	W.	B & B.	S.P.	12	8½	850	S.P.	Own.	S.G.	3	Track.	84-12	S.G.	Axle	Dead	.....	Roller	Yes.	Yes.	2	Roll.	‡Bates (Steele Mule)...40
Hol. Crk.	Gear.	Perf.	Pump.	10	W.	B & B.	S.P.	12	8½	850	S.P.	Own.	S.G.	2	Track.	64-10	S.G.	Axle	Dead	.....	Roller.	Yes.	Yes.	....	Roll.	Bates (Steele Mule)...25
Hol. Crk.	Gear.	Mod.	Pump.	14	W.	M & E	M.D.D.	12	9	1290	None	Own.	S.G.	3	Track.	−12	I.G.	Axle	Dead	.....	Ball	Yes.	Yes.	8	Roll.	Bear...B
Cir. Spl.	Gear.	S-J.	Pump.	1	W.	Own.	Cone.	4	4½	650	Cone.	Own.	S.G.	1	Wheel.	25-3¼	S.G.	Axle	Live	Yes.	Plain.	No.	No.	2	Cast.	Beeman...K
Hol. Crk.	Gear.	Own.	Pump.	11	W.	Own.	S.P.	12	8	850	None	Own.	S.G.	3	Track.	68-13	SG-BG.	Axle	Dead.	.....	Roller.	Yes.	Yes.	0	One P.	Best...30
Hol Crk.	Gear.	Own.	Pump.	16	W.	Own.	S.P.	16	10	650	None	Own.	S.G.	3	Track.	89-20	SG-BG.	Axle	Dead.	.....	Roller.	Yes.	Yes.	0	Roll.	Best...60
M.F.M.O.	Pist.	G&O.	Th-S.	60	W.	None	None	24	7½	300	None	Own.	S.G.	V.	Wheel.	52-12	S.G.	Axle	Live	Yes.	Roller.	No.	No.	2	Roll.	Bryan...Steam
Hol. Crk.	Gear.	Own.	Pump.	10	W.	T.D.	S.P.	14¼	6⅜	1050	S.P.	Own.	S.G.	2	Wheel.	42-12	S.G.	Spokes.	Live	Yes.	Roller	No.	No.	2	One P.	Case...12-20
Hol. Crk.	Pist.	Own.	Pump.	11	W.	T.D.	S.P.	16	7½	900	S.P.	Own.	S.G.	2	Wheel.	52-14	S.G.	Spokes.	Live	Yes.	Roller	No.	No.	2	One P.	Case...15-27
Hol. Crk.	Gear.	Own.	Pump.	15½	W.	Own.	E.S.	16½	8½	850	E.S.	Own.	S.G.	2	Wheel.	56-16	S.G.	Spokes.	Rev.	Yes.	Roller	No.	No.	2	Roll.	Case...22-40
Hol. Crk.	Gear.	Own.	Pump.	6	W.	Own.	M.D.D.	11½	6½	1000	S.G.	Own.	S.G.	3	Track.	.....	S.G.	Axle	Dead	None	Roller	Yes.	Yes.	0	One P.	Caterpillar...2 Ton
Hol. Crk.	Gear.	Own.	Pump.	7½	W.	Own.	M.D.D.	12	8½	1000	J.C.	Own.	S.G.	3	Track.	.....	S.G.	Axle	Dead.	None	Roller	Yes.	Yes.	0	One P.	‡Caterpillar...5 Ton
Hol. Crk.	Gear.	Own.	Pump.	13½	W.	Own.	M.D.D.	14	10½	850	J.C.	Own.	S.G.	3	Track.	.....	S.G.	Axle	Dead.	None	Roller	Yes.	Yes.	0	One P.	‡Caterpillar...10 Ton
Hol. Crk.	Gear.	McC.	Pump.	8	W.	B & B.	S.P.	8	6	1265	None	Own.	S.G.	1	Track.	48-8	I.G.	Axle	Dead	No.	Roller	Yes.	No.	0	Roll.	Cletrac...W
M.F.M O	Ecc.	Perf.	Pump.	12	W.	Own.	E.S.	20	8½	450	E.S.	Own.	S.G.	2	Wheel.	48-12	S.G.	Rim.	Rev.	No.	Roller	No.	No.	2	Roll.	Eagle...H
M.F.M.O.	Ecc.	Perf.	Pump.	15	W.	Own.	E.S.	24	10	450	E.S.	Own.	S.G.	2	Wheel.	52-12	S.G.	Rim.	Rev.	No.	Roller	No.	No.	2	Roll.	Eagle...H
M.F.M.O.	Ecc.	Perf.	Pump.	15	W.	Own.	E.S.	24	10	450	E.S.	Own.	S.G.	2	Wheel.	52-12	S.G.	Rim.	Rev.	No.	Roller	No.	No.	2	Roll.	Eagle...H
Cir. Spl.	Pist.	Mod.	Pump.	7½	W.	Own.	Cone.	12	6⅜	900	Cone.	Own.	S.G.	2	Wheel.	54-12	I.G.	Spokes.	Rev.	No.	Plain.	No.	No.	2	Roll.	E-B...AA
Cir. Spl.	Pist.	Mod.	Pump.	10	W.	Own.	Cone.	16½	9	600	Cone.	Own.	S.G.	2	Wheel.	72-16	I.G.	Spokes.	Dead	Yes.	Plain.	No.	No.	2	Roll.	E-B...16-32
Hol. Crk.	Gear.	Own.	Pump.	5	W.	Own.	E.S.	6	6½	1500	E.S.	Own.	J.C.	1	Wheel.	48-8⅛	S.G.	Axle	Live	Yes.	Roller	Yes.	Yes.	2	Roll.	Fageol...10-15
Hol. Crk.	Ecc.	Perf.	Pump.	10	W.	B & B.	M.D.D.	14	8	650	Spec.	Cot.	J.C.	3	Wheel.	42-12	B.&W.G.	Axle	Live	No.	Roller	No.	No.	0	Press.	Fitch...Four Drive
Cir. Spl.	Own.	Own.	Th-S.	12	W.	Own.	M.D.D.	9½	6½	1000	M.D.D.	Own.	J.C.	3	Wheel.	42-12	Worm.	Axle	Live	No.	Roller	No.	No.	2	One P.	Fordson.....
M.F.M.O.	Pist.	Perf.	Pump.	12½	W.	Own.	Spec.	....	5	650	Spec.	Own.	S.G.	3	Wheel.	60-12	S.G.	Rim.	Dead.	Yes.	Roller	Yes.	No.	2	Roll.	Fox...E20-40
Cir. Spl.	Pist.	Perf.	Pump.	7¾	W.	Own.	E.S.	13	7	900	E.S.	Nutt	S.G.	2	Wheel.	60-10	S.G.	Rim.	Rev.	No.	Plain.	No.	No.	2	Roll.	Frick...12-20
Hol. Crk.	Gear.	Perf.	Pump.	9¾	W.	Own.	E.S.	13	7	900	E.S.	Nutt	S.G.	2	Wheel.	60-12	S.G.	Rim.	Rev.	No.	Plain.	No.	No.	2	Roll.	Frick...15-28
Cir. Spl.	Gear.	S&J.	Pump.	10	W.	Own.	Cone.	11⅜	8⅛	1000	Cone.	Own.	S.G.	2	Drum.	54-54	Chain.	Rim.	Rev.	No.	Plain.	No.	No.	2	Roll.	Gray...22-40
M.F.M.O.	Pist.	Own.	Pump.	7¾	W.	Own.	S.P.	13	8	800	S.P.	Own.	S.G.	2	Wheel.	46-10	S.G.	Hub	Rev.	No.	Plain.	No.	No.	2	Roll.	Hart-Parr...12-24
M.F.M.O.	Pist.	Own.	Pump.	11	W.	Own.	S.P.	14	9	750	S.P.	Own.	S.G.	2	Wheel.	52-10	S.G.	Hub	Rev.	No.	Plain.	No.	No.	2	Roll.	Hart-Parr...16-30
M.F.M.O.	Pist.	Own.	Pump.	15	W.	Own.	S.P.	14	9	800	S.P.	Own.	S.G.	2	Wheel.	52-13	I.G.	Rim.	Rev.	No.	Plain.	No.	No.	2	Roll.	Hart-Parr...22-40
Cir. Spl.	Gear.	Perf.	Pump.	8	W.	Own.	E.S.	13	7	1000	E.S.	Own.	S.G.	2	Wheel.	60-10	S.G.	Rim.	Rev.	No.	Plain.	No.	No.	2	Roll.	Huber...(Light Four)
Hol. Crk.	Gear.	Perf.	Pump.	11½	W.	Own.	S.P.	13	7	1100	S.P.	Own.	S.G.	2	Wheel.	60-10	S.G.	Rim.	Rev.	No.	Plain.	No.	No.	2	Roll.	Huber...(Super 4)
Hol. Crk.	Gear.	Perf.	Pump.	12	W.	T.D.	S.P.	0	0	0	None	Own.	S.G.	2	Wheel.	69-20	S.G.	Rim.	Rev.	Yes.	Plain.	No.	No.	1	Roll.	Huber...10T
Hol. Crk.	Gear.	Own.	Th-S.	14	W.	Own.	S.P.	15	7½	800	S.P.	Own.	S.G.	2	Spokes	46-12	Chain.	Axle	Live	No.	Roller	No.	No.	2	One P.	John Deere...D
Hol. Crk.	Gear.	McC.	Pump.	6½	W.	Cov.	M.D.D.	10	8	900	M.D.D.	Cov.	S.G.	3	Track.	34-0	I.G.	Axle	Dead.	No.	Roller	Yes.	No.	2	Roll.	J. T...22
M.F.M.O.	Pist.	Mod.	Pump.	8	W.	Own.	C B.	10	6	....	C.B.	Own.	Frie.	1	Wheel.	48-7	I.G.	Rim.	Dead.	Yes	Plain.	No.	No.	2	Roll.	La Crosse...M
M.F.M.O.	Pist.	Mod.	Pump.	10	W.	Own.	C.B.	11	7½	....	C.B.	Own.	S.G.	1	Wheel.	56-10	I.G.	Rim.	Rev.	Yes.	Roller	Yes.	No.	2	One P.	La Crosse...H
Hol. Crk.	Gear.	Perf.	Pump.	8	W.	T.D.	S.P.	15	....	680	S.P.	Own.	S.G.	2	Wheel.	48-12	S.G.	Spokes.	Rev.	No.	Roller	Yes.	No.	2	Roll.	Lauson...S
Hol. Crk.	Gear.	Perf.	Pump.	12	W.	Own.	E.S.	16¾	....	500	E.S.	Own.	S.G.	2	Wheel.	54-12	S.G.	Rim.	Rev.	No.	Roller	Yes.	No.	2	Roll.	Lauson...T
Cir. Spl.	Ecc.	Perf.	Pump.	10	W.	Own.	E.S.	14	7	800	Fric.	Own.	S.G.	2	Wheel.	50-12	I.G.	Spokes.	Dead.	No.	Plain.	No.	No.	2	Roll.	Leader...B
Hol. Crk.	Gear.	Own.	Pump.	15	W.	B & B.	S.P.	14	7¼	800	None	Own.	S.G.	2	Wheel.	52-12	I.G.	Rim.	Rev.	No.	Roller	No.	No.	2	Roll.	Leader...N
Cir. Spl.	Gear.	S-J.	Pump.	8	W.	Own.	Cone.	10	7	900	E.S.	Own.	S.G.	3	Wheel.	54-14	S.&I.G.	Rim.	Dead	No.	Roller	No.	No.	2	Roll.	Little Giant...B
Cir. Spl.	Gear.	S-J.	Pump.	12	W.	Own.	Cone.	9	13½	750	E.S.	Own.	S.G.	3	Wheel.	66-20	S.&I.G.	Rim.	Dead	No.	Roller	No.	No.	2	Roll.	Little Giant...A
Hol. Crk.	Gear.	Spec.	Pump.	10	W.	Own.	M.D.D.	0	0	0	None	Own.	Spec.	J.C.	3	Track.	−12	Worm.	Axle	Dead	No.	Roller	No.	No.	2	Roll.	Lombard...100
Hol. Crk.	Gear.	S-J.	Pump.	6	W.	Detl.	M.D.D.	14	8	1000	E.S.	Foote	S.G.	2	Wheel.	48-12	I.G.	Axle	.....	No.	Roller	No.	No.	2	Roll.	London...12-25
Cir. Spl.	Gear.	Own.	Th-S.	9	W.	Own.	M.D.D.	15½	7	645	M.D.D.	Own.	S.G.	3	Wheel.	42-12	S.G.-B.G.	Axle	Live	No.	Roller	No.	No.	2	One P.	McCormick-Deering...10-20
Cir. Spl.	Gear.	Own.	Th-S.	11	W.	Own.	M.D.D.	16¾	8	595	M.D.D.	Own.	S.G.	3	Wheel.	50-12	S.G.	Axle	Live	No.	Roller	No.	No.	2	One P.	McCormick-Deering...15-30
M.F.M.O.	Gear.	Mod.	Pump.	8⅜	W.	Own.	E.S.	15	6½	750	E.S.	Own.	S.G.	2	Wheel.	56-12	Spur	Axle	Live	No.	Plain.	No.	No.	2	Roll.	Minneapolis...12-25
M.F.M.O.	Gear.	Mod.	Pump.	8½	W.	Own.	M.D.D.	15½	7½	775	M.D.D.	Own.	S.G.	2	Wheel.	54-12	Spur	Axle	Live	No.	Plain.	No.	No	2	Roll.	Minneapolis...17-30
M.F.M.O.	Gear.	Mod.	Pump.	14	W.	Own.	M.D.D.	18½	10	700	E.S.	Own.	S.G.	2	Wheel.	62-20	Spur	Axle	Live	No.	Plain.	No.	No.	2	Roll.	Minneapolis...22-44
M.F.M.O.	Gear.	Mod.	Pump.	60	W.	Own.	C.B.	24	10½	550	E.S.	Own.	S.G.	2	Wheel.	85-30	Spur	Axle	Live	No.	Plain.	No	No.	2	Roll.	Minneapolis...35-70
Hol. Crk.	Gear.	Perf.	Pump.	12	W.	T.D.	S.P.	16	8½	800	S.P.	Own.	S.G.	3	Track.	66-12	Chain.	Axle	Dead	.....	Plain.	Yes.	No.	0	Roll.	‡Monarch...C
Hol. Crk.	Gear.	Mod.	Pump.	13	W.	T.D.	D.P.	16	8½	800	D.P.	Own.	S.G.	3	Track.	67-12	Chain.	Axle	Dead	.....	Plain.	Yes.	No.	0	Roll.	‡Monarch...E
Hol. Crk.	Gear.	Mod.	Pump.	13	W.	T.D.	D.P.	16	8½	800	D.P.	Own.	S.G.	3	Track.	89-12	Chain.	Axle	Dead	.....	Plain.	Yes.	No.	0	Roll.	‡Monarch...D

Scheb—Schebler
Simp—Simplex
S-J—Shotwell Johnson
Sli—Slide
Split—Splitdorf
Stayn—Staynew
Stea—Stearns
Strom—Stromberg
Suct—Suction
TDi—Twin Disc
"T" H—"T" Head
Th-S—Thermo Siphon
Tillot—Tillotson

Unit—United
Vac—Vacuum
Var—Varies
Ver—Vertical
W—Water
Wauk—Waukesha
Weid—Weidley
Wis—Wisconsin
Zen—Zenith

TRANSMISSION, ETC.:
B&B—Borg & Beck
B&R—Ball & Roller
CB—Contracting Band

Detl—Detlaff
ES—Expanding Shoe
FD—Friction Drum
Fric—Friction
Full—Fuller
IG—Internal Gear
JC—Jaw Clutch
M&E—Merchant & Evans
MDD—Multiple Dry Disk
MDO—Multiple Disk in Oil
No F—No Frame
Nutt—Nuttall
One P—One Piece

PS—Pressed Steel
Rev—Revolving
Roll—Rolled Steel
S&IG—Spur and Internal Gear
SG-BG—Spur Gear and Bevel Gear
SG—Sliding Gear
SpG—Spur Gear
Spec—Special
SP—Single Plate
S&WG—Spur and Worm Gear
TD—Twin Disc
V—Varies

American Agricultural

MAKE AND MODEL	GENERAL										ENGINE															
																		Governor		Ignition		Fuel System				
	Price	Capacity: No. of 14" Plows	Plowing Speed (M. P. H.)	Wgt. Complete (Lbs.)	Wheel Base (Ins.)	Minimum Turning Diameter (Ft.)	Ground Clearance (Ins.)	Drawbar Type	Drawbar—Belt Rating	Steering Type	Make	Rated Horsepower (N.A.C.C.)	Number Cylinders	Bore and Stroke (Ins.)	Engine Type	No. of Cyls. per Casting	Valve Arrangement	Normal R.P.M. at Plowing Speed	Make	Type	Make of System	Impulse Starter Fitted?	Make and Size of Carbureter (Ins.)	Fuel Feed	Number and Capacity of Fuel Tanks (gals.)	Water Injected?	Make of Air Cleaner
Nichols-Shepard....20-42	2600	4- 6	2.50	13500	102	.....	....	Hor...	20-42	F.A.K..	Own..	51.20	2	8 x10	Hor.	1	IH....	450	Pick...	Cent.	Dixie..	Yes.	King-2...	Gra .	2-6G-23K...	Yes.	None..
Nichols-Shepard....25-50	3320	6- 8	2.50	17100	111	.....	....	Hor...	25-50	S.A....	Own..	39.20	2	9 x12	Hor.	1	IH....	375	Pick...	Cent.	Dixie..	Yes.	King-2½..	Gra..	2-4½G-35K..	Yes.	None..
Nichols-Shepard....35-70	4030	8-12	1.80	30000	135	.....	....	Hor...	35-70	F.A.K..	Own..	67.00	2	10x14	Hor.	1	IH....	300	Pick...	Cent.	Dixie..	Yes.	King-3...	Gra .	2-8½G-40K..	Yes.	None..
Nilson-Jr......E	795	3	2.50	5500	89	16'0"	16	Ver...	28-	F.A.K..	Wauk.	28.90	4	4½x5½	Ver.	2	"L"H.	850	Wauk..	Cent.	King..	No..	King-1¼..	Gra .	2-5G-10K...	No..	Wil...
Pioneer.....G	....	4	2.50	6500	89	24'0"	14	Hor...	18-36	F.A.K..	Own..	48.40	4	5½x6	Hor.	2	"L"H.	750	Pierce..	Cent.	K-W..	Yes.	King-1½..	Gra..	2-25G-3GK..	Yes.	Ben...
Pioneer.....C	....	10	2.25	24000	156	24'0"	24	NonA.	40-75	F.A.K..	Own..	78.40	4	7 x8	Hor.	2	"L"H.	625	Own...	Cent.	K-W..	Yes.	King-2...	Gra..	2-70G-30K.	Opt.	Ben...
Rock Isl. Heider.....D	....	2	2.50	4000	90	25'0"	12	Uni...	9-16	F.A.K..	Wauk.	28.90	4	4½x5½	Ver.	2	"L"H.	1000	Wauk..	Cent.	Dixie..	Yes.	King-1...	Gra...	2-7G-14K...	Yes.	Ben..
Rock Isl. Heider.....C	....	3	2.50	6000	96	25'0"	12	Uni...	12-20	F.A.K..	Wauk.	32.40	4	4½x6½	Ver.	2	"L"H.	900	Wauk..	Cent.	Dixie..	Yes.	King-1¼.	Gra..	2-7G-14K...	Yes.	Ben..
Rock Isl. Heider.....M-2	....	1	2.50	2800	80	4'8"	28	Hor...	5-10	F.A.K..	LeRoi.	15.63	4	3½x4½	Ver.	4	"L"H.	1000	LeRoi..	Cent.	Dixie..	Yes.	King-7/8..	Gra..	1-9G.....	No..	Ben...
Rock Isl. Heider.....15-27	....	3	2.50	6000	96	25'0"	12	Uni...	15-27	F.A.K..	Wauk.	36.10	4	4½x6½	Ver.	2	"L"H.	900	Wauk..	Cent.	Dixie..	Yes.	King-1½..	Gra..	2-7G-14K...	Yes.	Unit..
Russel.....15-30	....	3- 4	2.40	6000	96	29'6"	13	Hor...	15-30	F.A.K..	Clim..	40.00	4	5 x6½	Ver.	2	"L"H.	950	Clim...	Cent.	Bosch.	Yes.	King-1½..	Gra..	2-3½G-21½K	Yes.	Ben...
Russel.....20-40	....	4- 5	2.40	7900	109	33'6"	13½	Hor...	20-40	F.A.K..	Clim..	48.40	4	5½x7	Ver.	2	"L"H.	900	Clim...	Cent.	Bosch.	Yes.	King-1½..	Gra..	2-5G-30K...	Yes.	Ben...
Russel.....30-60	....	8-10	2.00	22550	149	38'0"	15	Hor...	30-60	S.A....	Own..	102.40	4	8 x10	Ver.	1	"L"H.	525	Pick...	Cent.	Bosch.	Yes.	King-2...	Gra..	2-22G-88K.	Yes.	Ben...
‡**Shawnee**.....30	....	0	3.00	9200	145	.....	....	None..	30	S.A....	Wauk.	22.00	4	3½x5½	Ver.	4	"L"H.	1200	Wauk..	Cent.	Eise...	No..	Scheb-1..	Gra..	1-15G.....	No..	Unit..
‡**Shawnee**.....15	....	0	3.00	6800	145	.....	....	None..	15	S.A....	Wauk.	16.90	4	3½x4½	Ver.	4	"L"H.	1200	Wauk..	Cent.	Eise...	No..	Zeni-1....	Gra..	1-15G.....	No..	Unit..
Stinson.....18-36	1635	3- 4	3.00	7100	114	12'0"	....	Ver...	18-36	F.A.K..	Beav..	36.10	4	4½x6	Ver.	4	IH....	1000	Taco...	Cent.	Dixie..	Yes.	King-1⅜..	Gra .	2-6G-26K...	No..	Rains.
Tioga.....T-3	1575	3- 4	3.50	4975	80	12'6"	14	Hor...	41-	F.A.K..	Wis...	41.00	4	4½x6	Hor.	4	"L"H.	850	Pharo..	Cent.	Split..	Yes.	Strom-1¼	Gra .	1-35G.....	No..	None..
Titan.....10-20	....	3	2.75	5710	91	14'0"	....	Uni...	10-20	F.A.K..	Own..	37.80	2	6½x8	Hor.	2	IH....	575	Own...	Cent.	Eise...	Yes.	Ensign-...	Pres.	1-16K.....	Yes.	Own..
‡**Topp-Stewart**.....30-45	....	6	2.50	8000	100	12'0"	12	Hor...	30-45	S.A....	Wauk.	36.10	4	4½x6½	Ver.	2	"L"H.	950	Wauk..	Cent.	Eise...	Yes.	Strom-1½	Gra .	1-25G.....	No..	Ben...
Toro.....6-10	....	2	2.75	2900	72	11'0"	10½	Uni...	6-10	F.A.K..	LeRoi.	15.63	4	3½x4½	Ver.	4	"L"H.	1200	Own...	Cent.	Eise...	No..	King-1...	Gra .	1-11G.....	No..	Own..
Townsend.....10-20	800	2- 3	2.50	4500	78	20'0"	16	Hor...	10-20	F.A.K..	Own..	33.80	2	6½x7	Hor.	2	IH....	550	Own...	Cent.	Split..	Yes.	Own-1½..	Pres..	1-14K.....	Yes.	Opt ..
Townsend.....15-30	1350	3- 4	2.50	6500	86	24'0"	17	Hor...	15-30	F.A.K..	Own..	39.20	2	7 x8	Hor.	2	IH....	500	Own...	Cent.	Split..	Yes.	Own-2....	Pres.	1-18K.....	Yes.	Opt..
Townsend.....25-50	2250	4- 8	2.50	11500	102	30'0"	18	Hor...	25-50	S.A....	Own..	56.80	2	8½x10	Hor.	2	IH....	475	Own...	Cent.	Split..	Yes.	Own-2½..	Pres.	1-30K.....	Yes.	Opt ..
Townsend.....9-18	585	2	2.50	4000	72	10'0"	14	Hor...	9-18	F.A.K..	Own..	23.60	1	7½x9	Hor.	1	IH....	375	Own...	Cent.	Split..	Yes.	Own-2¼..	Pres.	1-12K.....	Yes.	Opt ..
Townsend.....20-40	1500	4- 6	2.50	7000	86	24'0"	17	Hor...	20-40	Opt....	Own..	48.00	2	7½x9	Hor.	2	IH....	480	Own...	Cent.	Split..	Yes.	Own-2¼..	Pres.	1-18K.....	Yes.	Opt..
Townsend.....30-60	2400	6-10	2.50	12500	102	30'0"	18	Hor...	30-60	Chain..	Own..	71.10	2	9½x12	Hor.	2	IH....	450	Own...	Cent.	Split..	Yes.	Own-2¾..	Pres.	1-18K.....	Yes.	Opt..
Traylor.....6-12	500	1	2.25	1750	76	20'0"	16	Hor...	6-12	F.A.K..	LeRoi.	15.63	4	3½x4½	Ver.	4	"L"H.	1000	LeRoi..	Cent.	Split..	Yes.	King-1...	Gra..	1-10G.....	No..	Orem.
Twin City.....12-20	1200	3	2.90	4700	84	12'6"	10	Hor...	12-20	F.A.K..	Own..	28.90	4	4½x6	Ver.	4	IH....	1000	Own...	Cent.	Bosch.	Yes.	Holley-1¼..	Gra..	2-1½G-23K..	No..	Don..
Twin City.....20-35	2750	5	2.90	8400	97	15'0"	13	Hor...	20-35	F.A.K..	Own..	48.40	4	5½x6½	Ver.	4	IH....	900	Own...	Cent.	Bosch.	Yes.	Holley-2..	Gra..	2-1½G-40K..	No..	Ben...
Twin City.....40-65	4750	8	2.00	23700	144	42'0"	16	Hor...	40-65	F.A.K..	Own..	96.10	4	7½x9	Ver.	1	IH....	535	Own...	Cent.	Bosch.	Yes.	Strom-2...	Gra..	2-10G-95K.	Yes.	None.
Uncle Sam.....C-20	....	2- 3	3.50	3000	72	12'0"	10	Hor...	12-20	F.A.K..	Own..	25.60	4	4 x5	Ver.	4	IH....	1200	Dupl...	Suct .	Dixie..	Yes.	King-1¼..	Gra..	1-20G.....	No..	Ben...
Uncle Sam.....B-19	....	3- 4	3.75	4650	85	13'0"	14	Hor...	20-30	F.A.K..	Beav..	36.10	4	4½x6	Ver.	4	IH....	1000	Dupl...	Cent.	Dixie..	Yes.	Ben-1½..	Gra..	2-5G-22K...	No..	Ben...
Uncle Sam.....D-21	....	3- 4	3.75	4600	85	13'0"	14	Hor...	20-30	F.A.K..	Beav..	36.10	4	4½x6	Ver.	4	IH....	1000	Dupl...	Cent.	Dixie..	Yes.	Ben-1½..	Gra..	2-5G-22K...	No..	Ben...
Wallis.....OK	....	3	3.50	3660	84	20'0"	13	Uni...	15-27	F.A.K..	Own..	28.90	4	4½x5½	Ver.	4	IH....	900	Own...	Hyd.	Bosch.	Yes.	Ben-1¼..	Gra..	1-20G-K...	No..	Own..
Wetmore.....12-25	1185	3	3.50	2900	72	15'0"	12½	Hor...	12-25	F.A.K..	Wauk.	25.60	4	4 x5½	Ver.	2	"L"H.	1050	Wauk..	Cent.	Split..	Yes.	Scheb-1¼	Gra..	2-2½G-12K.	No..	None.
Wisconsin.....16-30	1850	3- 4	3.50	5600	90	11'0"	16	Hor...	16-30	F.A.K..	Clim..	40.00	4	5 x6½	Ver.	2	"L"H.	800	Clim...	Cent.	Eise...	Yes.	Strom-1½	Gra..	2-6G-20K...	Yes.	Pom..
Wisconsin.....22-40	2650	4- 5	3.50	7500	....	12'0"	15	Hor...	22-40	F.A.K..	Clim..	48.40	4	5½x7	Ver.	2	"L"H.	800	Clim...	Cent.	Eise...	Yes.	Strom-1½	Gra..	2-6G-25K...	Yes.	Pom..
Yuba.....(Ball Tread)	2750	4	2.25	5750	.....	15'0"	10	Hor...	15-25	S.A....	Wis...	28.90	4	4½x6	Ver.	4	"L"H.	900	Own...	Cent.	Bosch.	Yes.	Strom-1¼	Gra..	2-4G-21K...	No..	Pom..
Yuba.....(Ball Tread)	4500	8	2.08	10130	.....	16'6"	11⅝	Uni...	25-40	S.A....	Own..	44.10	4	5½x7	Ver.	2	IH....	800	Own...	Cent.	Bosch.	Yes.	Strom-1¼	Gra..	2-8G-38K...	.....	Pom..

ABBREVIATIONS:
GENERAL:
‡—Industrial Tractor
FAK—Front Axle Knuckle
Non-A—Non-Adjustable
SA—Swinging Axle
TDM—Thru Driving Members
Uni—Universal

ENGINE:
A-K—Atwater-Kent
Beav—Beaver
Ben—Bennett
Brem—Bremmer
Clim—Climax
Don—Donaldson
Dupl—Duplex
Ecc—Eccentric
Eise—Eisemann
Elec—Electrical
Full—Fuller
Hol-Crk—Hollow Crank Shaft with Pressure to all Crankshaft Bearings
Hor—Horizontal
Hyd—Hydraulic
K—Kerosene
King—Kingston
McC—McCord
M-FMO—Multi-Feed Mechanical Oiler
Midw—Midwest
Mod—Modine
O—Oil
Opp—Opposed
Perf—Perfex
Pick—Pickering
Pier—Pierce
Pist—Piston
Pom—Pomona
Rains—Rainstrom
Simp—Simplex
S-J—Shotwell Johnson

American Garden

MAKE AND MODEL	GENERAL									ENGINE											
																Governor		Ignition	Fuel	
	Price	Operator's Position	Type of Steering	Size Plow Recommended (Ins.)	Number Plows Recommended	Plowing or Cultivating Speed (M.P.H.)	Weight (Lbs.)	Ground Clearance (Ins.)	Drawbar Type	Drawbar—Belt Rating	Make	H. P. Rating (N.A.C.C.)	Normal R.P.M. at Plowing Speed	Number Cylinders	Bore and Stroke (Ins.)	Engine Type	Valve Arrangement	Make	Type	Make	Make and Size Carbureter (Ins.)	Fuel Recommended
Aro.....	$450	Rid.....	Wheel...	12"	1	2-3	1000	10	Non-A..	4-8	Own....	8.10	900	1	4¾x5	Ver...	"L"H...	Own .	Cent..	Bosch...	Scheb-1..	Gas...
Acme-Jr......1925	190	Wal.....	H-Bars..	4"	1	1-3	285	9	Uni.....	.....	B&S....	4.00	1500	1	2½x2½	Ver...	"L"H...	None..	None..	Own....	B&S1½..	Gas...
Beeman.....(Junior)	195	Wal....	H-Bars..	None...	0	¾-3	220	14	Uni.....	½-1	B&S....	2.50	.....	1	2½x2½	Ver...	"L"H...	None..	None..	Own....	B&S-½..	Gas...
Beeman.....K	265	Wal....	H-Bars..	7"	1	¾-3	550	7¾	Uni.....	1½-4	Own....	4.90	800	1	3½x4½	Ver...	"L"H...	None..	None..	Heinze..	King-¾..	Gas...
Bolens.....A	180	Wal....	H-Bars..	None...	0	¾-2	200	14-20	Hor.....	½-1	B&S....	2.50	1200	1	2½x2½	Ver...	"L"H...	None..	None..	Own....	B&S-¾..	Gas...
Centaur.....1925	345	Rid.....	H-Bars.	9"-10"	1	1 -3	800	13	Uni.....	2½-5	T-Disc..	8.10	900	1	4½x4½	Ver...	IH.....	N-W..	Cent..	Bosch...	Cart-1...	G-K...
Do-It-All.....(Jack)	395	R or W..	H-Bars..	9"	1	.....	750	15	Uni.....	2- 6	Own....	5.25	1500	1	3⅝x3⅞	Ver...	IH.....	Own..	Cent..	Own....	Own-¾..	Gas...
Do-It-All.....(Baby)	495	R or W..	H-Bars..	10"	1	.....	1200	9	Uni.....	3- 6	Own....	8.10	700	1	4½x5	Ver...	"L"H...	None..	None..	Own....	Own-¾..	K....
Do-It-All...(Twin Twelve)	495	R or W..	H-Bars..	10"-12"	1	.....	800	11	Uni.....	4-15	Own....	9.11	1500	2	3⅜x3⅞	Ver...	IH.....	None..	None..	Own....	Own-¾..	G-K..
E & W.....4	200	Wal.....	W-HB...	8"	1	2½	585	14	Uni.....	.....	Wisc....	5.03½	1450	1	.....	Ver...	IH.....	Wisc..	Cent..	Own....	Marvel..	G-K..
Federal.....B	195	Wal.....	H-Bars..	5"	1	¾-2½	260	10	Uni.....	.....	B&S....	1.50½	2200	1	2½x2½	Ver...	"L"H...	None..	None..	Own....	Own...	Gas...
Kinkade.....	190	Wal.....	H-Bars.	5"	1	1½-2½	180	9	Uni.....	1½-3	Own....	3.80	1000	1	3 x3	Ver...	IH.....	None..	None..	Berling..	Scheb-½	Gas...
M. B. M......Red E	275	Wal....	H-Bars..	6"	1	1 -4	410	7	Uni.....	1-4½	Own....	5.50	1000	1	3½x4	Ver...	IH.....	None..	None..	Bosch...	Holley-¾	Gas...
Motor Macultivator.....	148	Wal....	H-Bars..	6"	0	1-3½	210	9	Uni.....	.....	B & S....	2.50	1000	1	2½x2½	Ver...	"L"H...	None..	None..	Berling..	B & S.¾	Gas...
N B.....2	375	R or W..	H-Bars..	9"	1	1½-3	750	10	Non-A..	-6	Own....	6.50	1500	2	2¾x4	Ver...	"L"H...	None..	None..	Simms..	King-¾..	Gas...
Sprywheel.....DC	150	Wal.....	H-Bars..	4"	1	1½-3	175	11	Ver.....	.....	Own....	1½	900	1	2½x2½	Ver...	"L".....	None..	None..	Own....	Own-½..	Gas...
Utilitor.....501	295	Wal....	H-Bars..	10"	1	2½	750	8	Uni.....	2¼-4	Own....	4.90	800	1	3½x4½	Ver...	"L"H...	Funk..	Cent..	Eise....	Holley-¼	Gas...
Utilitor.....501-A	340	Rid.....	H-Bars.	10"	1	2½	925	8	Uni.....	2¼x4	Own....	4.90	800	1	3½x4½	Ver...	"L"H...	Funk..	Cent..	Eise....	Holley-¼	Gas...

ABBREVIATIONS:
B. & S.—Briggs and Stratton
Ben—Bennett
Cart—Carter
Cent—Centrifugal
Ch. G—Chain and Gear
Cir. Spl.—Circulating Splash
Don—Donaldson
Eise—Eisemann
Ecc—Eccentric
E. B.—Expanding Band
G-K—Gasoline or Kerosene
G. & W.—Gear and Worm
H. B. F.—Handle Bars or Foot
H. Bars—Handle Bars
H. B. Grip—Handle Bar
H. Lever—Hand Lever
Hor—Horizontal
IG—Internal Gear
J. C.—Jaw Clutch
K—Kerosene
King—Kingston

Tractor Specifications—Continued

ENGINE						CLUTCH		BELT PULLEY				TRANSMISSION																			
Oiling System		Cooling System																													
Type of System	Type of Pump	Make of Radiator	Circulation By	Capacity of System (Gals.)	Fluid	Make	Type	Diameter (Ins.)	Face (Ins.)	Normal R.P.M.	Clutch Type	Make	Type	No. of Forward Speeds	Final Drive	Diameter and Face Traction Members (Ins.)	Drive from Gearset to Traction Members	Drive Taken Through	Drive Wheel Axle Type	Does Differential Lock	Type: Drive Shaft Axle Bearings	Individual Brakes for Steering?	Individual Clutches for Steering?	Number of Non-Drive Wheels	Frame Type	MAKE AND MODEL
M.F.M.O.	Ecc..	Perf..	Pump.	23	W..	Own..	C.B....	22	8	450	E.S....	Own.	J.C....	2	Wheel.	64-20	I.G....	Rim...	Live..	No...	Plain..	No.	No..	2	Roll..	Nichols-Shepard.....20-42
M.F.M.O.	Ecc..	Perf..	Pump.	40	W..	Own..	C.B....	24	9	375	E.S....	Own.	J.C....	1	Wheel.	24-69	S.G....	Rim...	Live..	No...	Plain..	No.	No..	2	Roll..	Nichols-Shepard.....25-50
M.F.M.O.	Ecc..	Perf..	Pump.	40	W..	Own..	E.S....	30	12	300	E.S....	Own.	J.C....	1	Wheel.	73-32	S.G....	Rim...	Live..	No...	Plain..	No.	No..	2	Roll..	Nichols-Shepard.....35-70
Cir.Spl...	Gear..	Perf..	Pump.	3	W..	Own..	Spec....	20	6	900	Spec....	Own.	S.G...	3	Wheel.	50-16	Chain...	Axle...	Live..	No...	Roller.	No.	No..	2	Roll..	Nilson-Jr.....E
M.F.M.O.	Gear..	S-J..	Pump.	20	W..	Own..	M.D.D..	14	7	725	M.D.D..	Own.	S.G...	3	Wheel.	60-18	S.G....	Spokes.	Rev...	No...	Roller.	No.	No..	2	Roll..	Pioneer.....G
M.F.M.O.	Gear..	S-J..	Pump.	35	W..	Own..	M.D.D..	17½	15	625	M.D.D..	Own.	S.G...	3	Wheel.	96-24	S.G....	Spokes.	Rev...	No...	Plain..	Yes.	No..	2	Roll..	Pioneer.....C
Cir.Spl...	Gear..	Perf..	Pump.	7	W..	Own..	F.D....	12	6	750	F.D....	Own.	Fric...	7	Wheel.	54-8	S.G....	Rim...	Rev...	No...	Plain.	No.	No..	2	Press.	Rock Isl. Heider.....D
Cir.Spl...	Gear..	Perf..	Pump.	10	W..	Own..	F.D....	14	7	725	F.D....	Own.	Fric...	7	Wheel.	57-10	S.G....	Rim...	Rev...	No...	Plain.	No.	No..	2	Press.	Rock Isl. Heider.....C
Cir.Spl...	Pist..	Perf.	Th-S..	10	W..	Own..	F.D....	8	5	750	F.D....	Own.	Fric...	7	Wheel.	46-6	Chain...	Rim...	Dead..	No...	Roller.	Yes.	No..	2	Press.	Rock Isl. Heider.....M-2
Cir.Spl...	Gear..	Perf..	Pump.	12	W..	Own..	F.D....	14	7	725	F.D....	Own.	Fric...	7	Wheel.	57-10	S.G....	Rim...	Rev...	No...	Plain..	No.	No..	2	Press.	Rock Isl. Heider.....15-27
Hol. Crk..	Vane..	Mod.	Pump.	8	W..	Own..	E.S....	12½	7	833	None...	Own.	S.G...	2	Wheel.	56-14	S.G....	Rim...	Dead..	No...	Roller.	No.	No..	2	Roll..	Russel.....15-30
Hol. Crk..	Vane..	Mod.	Pump.	9½	W..	Own..	E.S....	12½	8	835	None...	Own.	S.G...	2	Wheel.	60-16	S.G....	Rim...	Dead..	No...	Roller.	No.	No..	2	Roll..	Russel.....20-40
M.F.M.O.	Gear..	Mod.	Pump.	26	W..	Own..	E.S....	24	10	525	E.S....	Own.	S.G...	2	Wheel.	84-22	S.G....	Rim...	Dead..	No...	Plain..	No.	No..	2	Roll..	Russel.....30-60
Hol. Crk..	Gear..	S-J..	Pump.	7	W..	B & B.	S.P....	0	0	0	None...	Own.	J.C....	2	Wheel.	48-12	Worm...	Axle...	Live..	No...	B & R.	No.	No..	2	One P.	‡Shawnee.....30
Hol. Crk..	Gear..	S-J..	Th-S..	6	W..	M&E..	S.P....	0	0	0	None...	Own.	J.C....	2	Wheel.	48-8	Worm...	Axle...	Live..	No...	B & R.	No.	No..	2	Roll..	‡Shawnee.....15
Hol. Crk..	Gear..	Todd	Pump.	10	W..	Own..	C.B....	12	8	1000	C.B....	Own.	S.G...	1	Wheel.	60-12	S.G....	Axle...	Live..	No...	Plain.	No.	No..	2	One P.	Stinson.....18-36
Hol. Crk..	Gear..	G&O.	Pump.	12	W..	Own..	T.D....	12	7	750	M.D.D..	Own.	S.G...	2	Wheel.	36-14	I.G....	Axle...	Live..	Yes..	B & R.	Yes.	No..	2	Roll..	Tioga.....T-3
M.F.M.O.	Pist..	Own.	Th-S..	40	W..	Own..	F.D....	18	8½	575	F.D....	Own.	S.G...	2	Wheel.	54-10	Chain...	Spokes.	Dead..	Yes..	Roller.	No.	No..	2	Roll..	Titan.....10-20
Cir.Spl...	Gear..	Brem.	Pump.	12	W..	Hill...	M.D.D..	Opt	.....	.....	Opt.....	Own.	S.G...	3	Wheel.	42-12	S.&I.G...	Rim...	Live..	No...	Roller.	No.	No..	0	Roll..	‡Topp-Stewart.....30-45
Cir.Spl...	Pist..	S-J..	Th-S..	3	W..	Own..	C.B....	8	5	1200	None...	Own.	S.G...	2	Wheel.	41-9	S.G....	Spokes.	Dead..	No...	Roller.	Yes.	No..	2	One P.	Toro.....6-10
M.F.M.O.	Pist..	Own.	Pump.	50	W..	Own..	Spec....	18	7	550	Spec....	Own.	S.G...	1	Wheel.	48-12	S.G....	Rim...	Live..	No...	Plain.	No.	No..	2	Roll..	Townsend.....10-20
M.F.M.O.	Pist..	Own.	Pump.	75	W..	Own..	Spec....	20	8	500	Spec....	Own.	S.G...	1	Wheel.	56-18	S.G....	Rim...	Live..	No...	Plain.	No.	No..	2	Roll..	Townsend.....15-30
M.F.M.O.	Pist..	Own.	Pump.	100	W..	Own..	Spec....	22	10	475	Spec....	Own.	S.G...	1	Wheel.	60-24	S.G....	Rim...	Live..	No...	Plain.	No.	No..	2	Roll..	Townsend.....25-50
M.F.M.O.	Pist..	Own.	Th-S.	40	W..	Own..	Spec....	18	7	575	Spec....	Own.	S.G...	1	Wheel.	48-12	S.G....	Rim...	Live..	No...	Plain.	No.	No..	2	Roll..	Townsend.....9-18
M.F.M.O.	Pist..	Own.	Pump.	75	W..	Own..	Spec....	20	8	480	Spec....	Own.	S.G...	1	Wheel.	56-18	S.G....	Rim...	Live..	No...	Plain.	No.	No..	2	Roll..	Townsend.....20-40
M.F.M.O.	Pist..	Own.	Pump.	100	W..	Own..	Spec....	22	10	450	Spec....	Own.	S.G...	1	Wheel.	60-24	S.G....	Rim...	Live..	No...	Plain.	No.	No..	2	Roll..	Townsend.....30-60
Hol. Crk.	Pist..	G&O.	Th-S..	4	W..	B & B.	Spec....	8	6	1000	None...	Own.	S.G...	1	Wheel.	28-10	I.G....	Rim...	Dead.	No...	Plain.	Yes.	No..	2	Roll..	Traylor.....6-12
Hol. Crk.	Gear..	Mod.	Pump.	10½	W..	T.D....	Spec....	16	6½	650	None...	Own.	S.G...	2	Wheel.	50-12	S.G....	Axle...	Live..	No...	Roller.	No.	No..	2	One P.	Twin City.....12-20
Hol. Crk.	Gear..	Mod.	Pump.	18	W..	T.D....	Spec....	21	8½	466	None...	Own.	S.G...	2	Wheel.	60-20	S.G....	Axle...	Live..	No...	Roller.	No.	No..	2	One P.	Twin City.....20-35
Hol. Crk.	Vane..	Own.	Pump.	130	W..	Own..	C.B....	23	10½	535	C.B....	Own.	J.C....	1	Wheel.	84-24	S.G....	Rim...	Rev...	No...	Plain.	No.	No..	2	Roll..	Twin City.....40-65
Hol. Crk.	Gear..	Perf..	Pump.	15	W..	B & B.	S.P....	16	6	1000	None...	Own.	Chain.	2	Wheel.	46-12	Chain...	Axle...	Live..	No...	Roller.	No.	No..	2	Roll..	Uncle Sam.....C-20
Hol. Crk.	Gear..	Perf..	Pump.	18	W..	T.D....	S.P....	11	9¼	1000	J.C....	Nutt.	S.G...	2	Wheel.	50-12	S.G....	Axle...	Live..	No...	Roller.	No.	No..	2	Roll..	Uncle Sam.....B-19
Hol. Crk.	Gear..	Perf..	Pump.	18	W..	T.D....	S.P....	11	9¼	1000	J.C....	Nutt.	S.G...	2	Wheel.	50-12	S.G....	Axle...	Live..	No...	Roller.	No.	No..	2	Press.	Uncle Sam.....D-21
Cir.Spl...	Pist..	Mod.	Pump.	5¼	W..	T.D....	S.P....	18½	7	475	T.D....	Own.	S.G...	2	Wheel.	48-12	S.G....	Axle...	Live..	No...	Roller.	No.	No..	2	Roll..	Wallis.....OK
Hol. Crk..	Gear..	Ideal.	Pump.	7½	W..	Full...	M.D.D..	12	7	750	None...	Full..	S.G...	3	Wheel.	46-10	I.G....	Spokes.	Dead..	No...	Roller.	No.	No..	2	Roll..	Wetmore.....12-25
Hol. Crk..	Ecc..	Perf..	Pump.	14	W..	T.D....	Plate....	16	8	575	S.P....	Foote	S.G...	2	Wheel.	52-12	S.G....	Rim...	Rev...	No...	Plain.	No.	No..	2	Roll..	Wisconsin.....16-30
Hol. Crk.	Ecc..	Perf..	Pump.	16	W..	T.D....	Plate....	16	9	575	S.P....	Foote	S.G...	2	Wheel.	52-12	S.G....	Rim...	Rev...	No...	Plain.	No.	No..	2	Roll..	Wisconsin.....22-40
Hol. Crk..	Gear..	Mod.	Pump.	5½	W..	Parag.	M.D.O...	12	6½	900	S.P....	Own.	S.G...	2	Track.	-12	S.G....	Axle...	Dead..	No...	Roller.	No.	Yes.	1	Roll..	Yuba.....(Full Tread)
Cir.Spl...	Gear..	Mod.	Pump.	20	W..	Parag.	M.D.O...	14	8½	800	S.P....	Own.	S.G...	2	Track.	-17½	S.G....	Axle...	Dead..	No...	Roller.	No.	Yes.	1	Roll..	Yuba.....(Full Tread)

SH—Slide
Split—Splitdorf
Stayn—Staynew
Sten—Stearns
Suct—Suction
TDI—Twin Disc
Unit—United
Var—Varies

W—Water
Wis—Wisconsin

TRANSMISSION, ETC.:
B&B—Borg & Beck
B&R—Ball & Roller
CB—Contracting Band
Detl—Detlaff
ES—Expanding Shoe
FD—Friction Drum
Full—Fuller
IG—Internal Gear
JC—Jaw Clutch
M&E—Merchant & Evans
MDD—Multiple Dry Disk
MDO—Multiple Disk in Oil
No F—No Frame
Nutt—Nuttall
One P—One Piece
PS—Pressed Steel
Rev—Revolving
Roll—Rolled Steel
S&IG—Spur and Internal Gear
SG-BG—Spur Gear and Bevel Gear
SG—Sliding Gear
SpG—Spur Gear
SP—Single Plate
S&WG—Spur and Worm Gear
T-D—Twin Disc
V—Varies

Tractor Specifications

ENGINE								CLUTCH			BELT PULLEY			TRANSMISSION															
System		Oiling System		Cooling System																									
Number and Diameter of Fuel Tanks (gals.)	Make of Air Cleaner	Type of System	Type of Pump	Cooled By	Make of Radiator	Circulation By	Capacity of System (Gal.)	Make	Type	Control	Make of Clutch	R.P.M.	Diameter and Face (ins.)	Type	No. Forward Speeds	Drive from Engine or Gearset to Driving Wheels	Final Drive	No. Driving Wheels	Diameter and Face Driving Wheels (ins.)	Type Drive Wheel Axle Bearings	No. Non-Drive Wheels	Frame Type	MAKE AND MODEL
1-2¼G..	Don..	Cir-Spl	Gear...	Water.	Sh-John	Ther-S..	2	Own....	M.D.D.	H-Lever...	Own..	900	6 -4½	.....	1	Worm.	Axle..	2	30-4	Roller.	0	None..	Arc .....F
8-½G..	Don..	Cir-Spl	Piston.	Air....	None...	Fan.....	0	Own....	Jaw...	H-Lever...	Direct.	300	3½-17⅛	J.C...	1	IG....	Axle..	2	22-3⅜	Plain..	0	Cast...	Acme-Jr.....1925
1- ½G..	Don..	Cir-Spl	Piston.	Air....	None...	Fan.....	0	Own....	Special	H-Lever...	Noae...	.....	.....	Direct.	1	Gear..	Spokes	2	30-3	Plain..	0	None..	Beeman.....(Junior)
1-1½G..	Don..	Cir-Spl	None...	Water.	Sh-John	Ther-S..	0	Own....	Plate..	H.B.Grip..	None..	800	3½-4½	Direct.	1	Sp.G..	Rim.	2	25-3¼	Plain..	2	None..	Beeman.....K
1- 1G...	Don..	Cir-Spl	Piston.	Air....	None...	Fan.....	0	Own....	Disc...	H-Lever...	None..	300	6 -2	Direct.	1	Chain.	Spokes	2	16-3	Dead..	2	Steel..	Solens.....A
1-3½G..	Own..	Splash..	None...	Air....	None...	Fan.....	0	T. Disc .	MDD..	H-Lever...	None..	900	4 -6	S.G...	1	Chain.	Axle..	2	28-4	Roller.	0	Rolled.	Centaur.....1925
1-3G....	None..	Cir-Spl.	Gear...	Air....	None...	Fan.....	0	Own....	Jaw....	H.B.Grip.	None..	1500	3 -3	J.C....	.....	.....	.....	2	.....	Roller.	0	None...	Do-It-All.....(Jack)
1-1K....	None..	Cir-Spl	Gear...	Water.	Own....	Ther-S..	0	Own....	Jaw....	H.B.Grip.	None..	1800	2 -2	J.C....	.....	.....	Axle..	2	26-2½	Roller.	0	None...	Do It-All.....(Baby)
1-3G....	None..	Cir-Spl	Gear...	Air....	None...	Fan.....	0	Own....	Jaw....	H.B.Grip.	None..	1500	4 -4	S.G...	.....	.....	Axle..	2	32-4	Roller.	2	None..	Do-It-All...(Twin Twelve)
2-3G....	Own..	Cir-Spl.	Piston.	Air....	None....	Fan.....	0	Own....	Cone...	HB-F.....	Own..	2800	4 -3	J.C....	1	IG....	Axle..	2	32-5	Rolled.	2	Cast...	E & W.....
1-1½G..	Own..	Cir-Spl.	Piston.	Air....	None....	Fan.....	0	Own....	Jaw....	H-Lever...	None..	0	None...	J.C....	1	Sp-IG.	Axle..	2	22-3⅜	Plain..	0	Cast...	Federal.....B
1-1G-10	Own..	Cir-Spl	Ece....	Air....	None....	Fan.....	0	Own....	Jaw....	H.B.Grip.	None..	1000	3 -3	JC....	1	IG....	Spokes	1	22-5¼	Plain..	2	Pressed.	Kinkade.....
1-2G....	Own..	Spec...	None..	Air....	None....	Fan	0	Own....	Jaw ...	H-Lever..	Own..	.....	3 -3½	JC....	1	Worm.	Axle..	2	20-3	Plain..	2	None..	M. B M.....Red E
1-2½G..	None.	Cir-Spl	Gear...	Air....	None...	Fan	0	Own....	Jaw ...	H.B.Grip.	None..	.....	.....	.....	.....	G & W	Axle..	2	21½-3	Plain..	0	None..	Motor Macultivator.....
2-2½-10	Ben...	Cir-Spl	None ..	Water.	G&O....	Ther-S..	3	Own....	Jaw ...	H-Lever...	None..	2800	5½-4¼	Plan..	1	IG....	Rim..	2	32-4	Plain..	2	None..	N B.....2
1-1G....	Own..	M.O.F.	Piston.	Air....	None	Fan	0	Own....	Jaw....	H-Lever...	None..	0	None..	J-C....	1	Ch-G.	Axle..	1	20-3½	Plain..	2	Rolled.	Sprywheel.....DC
1-1G-10	Own..	Cir-Spl.	Gear...	Water.	Fedders.	Ther-S..	1½	Own....	Cone...	H.B.Grip.	None..	1200	4⅝-3¾	Direct.	1	IG....	.....	2	24¾-4	Plain..	2	.....	Utilitor.....501
1-1G-10	Own..	Cir-Spl	Gear...	Water.	Fedders.	Ther-S..	1½	Own....	Cone...	H-Lever.	None..	1200	4⅝-3¾	Direct.	1	IG....	.....	2	24¾-4	Plain..	2	.....	Utilitor.....501-A

M. D. D.—Multiple Dry Disk
M. O. F.—Mix Oil with Fuel
N-W.—New-Way
NCS—Non-Circulating Splash

Non-A—Non-Adjustable
Plan—Planetary
Rid—Riding
R. or W.—Riding or Walking

S. G.—Sliding Gear
Sh.-John—Shotwell-Johnson
Sp. G.—Spur Gear

Sp. I. G.—Spur and Internal Gear
T. Disc—Twin Disc
Uni—Universal

W. H. B.—Wheels or Handle Bars
Wal—Walking
Wisc—Wisconsin

American Stock

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CYLINDERS: Detachable Liners Used?	CRANKCASE: Upper Half: Integral with Cylinder?	CRANKCASE: Upper Half: Material	CRANKCASE: Material (Lower Half)	VALVE ARRANGEMENT: Arrangement	VALVE ARRANGEMENT: Head Material	VALVE ARRANGEMENT: Clear Diameter (Ins.)	VALVE ARRANGEMENT: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On?	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins, Rings & Bushings) Ozs.	PISTONS: Piston Pins: Diameter and Length (Ins.)	PISTONS: Piston Pins: Pin Bearing In.	PISTONS: Number of Rings per Piston
Anated.....M	Cars & B.....	6-3⅝x4½	26.34	.....	232.7	4.5	3*	Det..	6	No...	Int..	SS.....	.....	I...	Tun..	1.50	.44	Chain.	None..	CI....	3.45	21.6	1.00x3.00	Rod...	3
Anated.....F	Cars & B.....	6 3⅝x5¼	26.34	.....	271.5	4.5	3*	Det..	6	No...	Int..	SS.....	.....	I...	Tun..	1.50	.44	Chain.	None..	AL....	3.53	20.1	1.00x3.00	Rod...	3
Automatic.....J	T & Tr.....	4-5 x7	40.00	38-800	549.9	4.0	4	Int..	1	No...	Sep..	Iron.	Iron.	L...	Car..	2.25	.44	Spur..	None..	CI....	6.68	160.0	1.43x4.62	Rod...	4
Automatic.....J5½	T & Tr.....	4-5½x7	48.40	48-800	665.2	4.0	4	Int..	1	No...	Sep..	Iron.	Iron.	L...	Car..	2.25	.44	Spur..	None..	CI....	7.00	160.0	1.43x4.62	Rod...	4
Automatic.....M	T & Tr.....	4-6½x8	67.10	62-675	1061.7	4.0	4	Det..	1	.....	Sep..	Iron.	Iron.	L...	Car..	2.50	.56	Spur.	None..	CI....	9.00	356.0	1.68x1.12	Rod...	4
Automatic.....N	T & Tr.....	4-7½x9	89.80	75-540	1588.0	4.0	4	Det..	1	No...	Sep..	Iron.	Iron.	L...	Car..	3.00	.56	Spur.	None..	CI....	10.50	548.0	2.00x7.12	Rod...	4
Automatic.....R	T & Tr.....	4-8½x10	111.50	100-500	2288.0	4.0	4	Det..	1	No...	Sep..	Iron.	Iron.	L...	Car..	3.25	.68	Spur.	None..	CI....	12.31	752.0	2.43x8.00	Rod...	4
Beaver.....JD	Tractors.....	6-4¾x6	54.15	76-1000	637.9	4.5	3*	Det..	2	No...	Sep..	Iron.	Iron.	I...	Tun..	2.00	.37	Heli...	None..	CI....	5.31	92.0	1.50x4.50	Pist...	4
Beaver.....JC	Tractors.....	4-4¾x6	36.10	56-1000	425.3	4.5	3*	Det..	2	No...	Sep..	Iron.	Iron.	I...	Tun..	2.00	.37	Heli...	None..	CI....	5.31	91.0	1.50x4.50	Pist...	4
Beaver.....JB	Tractors.....	4-4¾x6	36.10	46-1200	425.3	....	3*	Det..	4	No...	Sep..	Iron.	Iron.	I...	Tun..	2.00	.37	Heli...	None..	CI....	5.31	134.0	1.50x4.25	Pist...	4
Beaver.....JA	Trucks.....	4-4½x6	32.40	41-1100	381.7	4.5	3*	Det..	4	No...	Sep..	Iron.	Iron.	I...	Tun..	2.00	.37	Heli...	None..	CI....	5.31	118.0	1.50x4.25	Pist...	4
Beaver.....RA	Tractors.....	4-5¾x7	52.90	83-1000	727.0	4.5	4	Det..	2	No...	Sep..	Iron.	Iron.	I...	Tun..	2.56	.37	Heli..	None.	CI....	6.25	112.0	1.50x5.25	Pist...	4
Beaver.....RB	Tractors.....	4-6x7	57.50	91-1000	792.0	4.5	4	Det..	2	No..	Sep..	Iron.	Iron.	I...	Tun..	2.56	.37	Heli...	None..	CI....	6.56	120.0	1.50x5.25	Pist...	4
Beaver.....RD	Tractors.....	6-5¾x7	79.35	125-1000	1090.6	4.5	4	Det..	2	No...	Sep..	Iron.	Iron.	I...	Tun..	2.56	.37	Heli...	None	CI....	6.25	112.0	1.50x5.25	Pist	4
Beaver.....RE	Tractors.....	6-6x7	86.50	138-1000	1187.3	4.5	4	Det..	2	No...	Sep..	Iron.	Iron.	I...	Tun..	2.56	.37	Heli...	None	CI....	6.56	120.0	1.50x5.25	Pist...	4
Buda.....MU	Trucks & Tr...	4-3⅝x5½	21.03	31-1825	210.6	4.5	3	Det..	4	No...	Sep..	SS...	Iron.	L...	ASt..	.....	.28†	Heli...	Accx..	SS....	4.50	56.0	1.06x3.06	Rod...	4
Buda.....WTU	Trucks.....	4-3¾x5½	22.50	37-1850	226.4	4.1	3	Det..	4	No...	Sep..	SS...	Iron.	L...	ASt..	.....	.28†	Heli...	Accx..	SS....	4.50	55.2	1.06x3.25	Rod...	4
Buda.....CBU	Buses.....	4-3¾x5½	22.50	.....	231.9	....	3	Det..	4	No...	Sep..	Al...	Al...	L...	ASt..	1.62	.31†	Heli...	Accx..	SS....	5.00	68.7	1.06x3.25	Rod...	4
Buda.....KBUI	Buses & T.....	4-4 x5¼	25.60	43-1800	263.9	....	3	Det..	4	No...	Sep..	Al...	Al...	L...	ASt..	1.62	.31†	Heli...	Accx..	SS....	5.00	62.5	1.06x3.44	Rod...	4
Buda.....CTU	Trucks.....	4-3¾x5¼	22.50	36-2000	231.9	4.2	3	Det..	4	No...	Sep..	SS...	Iron.	L...	ASt..	1.62	.28†	Heli...	Accx..	SS....	5.00	68.7	1.06x3.25	Rod...	4
Buda.....KTU	Trucks.....	4-4 x5¼	25.60	43-1800	263.9	4.1	3	Det..	4	No...	Sep..	SS...	Iron.	L...	ASt..	1.62	.28†	Heli...	Accx..	SS....	5.00	71.5	1.06x3.44	Rod...	4
Buda.....EBUI	Buses & T.....	4-4½x5½	28.90	48-1850	312.0	4.1	3	Det..	4	No...	Sep..	Al...	Al...	L...	ASt..	1.87	.31†	Heli...	Accx..	SS....	5.37	73.0	1.12x3.69	Rod...	4
Buda.....ETU	Trucks.....	4-4½x5½	28.90	37-1550	312.0	3.8	3	Det..	4	No...	Sep..	SS...	Iron.	L...	ASt..	1.87	.28†	Heli...	Accx..	SS....	5.37	95.5	1.12x3.68	Rod...	4
Buda.....YBUI	Buses & T.....	4-4½x6	32.40	60-1700	381.7	4.2	3	Det..	4	No...	Sep..	Al...	Al...	L...	ASt.	2.12	.31†	Heli...	Accx..	SS....	6.25	95.5	1.25x3.87	Rod...	4
Buda.....YTU	Trucks.....	4-4½x6	32.40	50-1400	381.7	4.0	3	Det..	4	No...	Sep..	SS...	Iron.	L...	ASt.	2.12	.28†	Heli...	Accx..	SS....	6.25	120.5	1.25x3.87	Rod...	4
Buda.....BTU	Trucks.....	4-5x6½	40.00	53-1250	510.5	3.8	3	Det..	4	No...	Sep..	SS...	Iron.	L...	ASt.	2.25	.31†	Heli...	Accx..	SS....	6.75	145.2	1.37x4.37	Rod...	4
Buda.....BUS	Buses & T.....	6-4x5½	38.40	78-2250	386.4	4.1	3	Det..	6	No...	Sep..	Al...	Al...	L...	ASt..	1.87†	.31†	Heli...	None..	CI....	5.00	56.0	1.12x3.44	Rod...	4
Buffalo.....MY	Industrial.....	4-4¾x5	36.10	43-1500	354.0	3.7	4	Int..	2	No...	Sep..	Opt..	Opt..	L...	Car..	1.87	.31	Heli...	None..	CI....	6.00	17.0	1.11x4.37	Pist...	3
Buffalo.....F	Industrial.....	6-5½x7	72.60	20)-15 0	998.0	3.9	4	Det..	2	No...	Sep..	Al...	Al...	I...	Sil...	2.62	.56	Heli...	None.	Al....	6.12	84.0	1.37x5.06	Flo...	4
Buffalo.....BA	T & Tr.....	4-3½x5	19.60	32-1300	192.4	3.5	3	Det..	4	No...	Int..	Iron.	PS...	L...	CI...	1.75	.31†	Heli...	None..	CI....	3.75	43.0	1.09x3.25	Rod...	4
Buffalo.....RT	T & Tr.....	4-5 x6	40.00	62-1400	471.2	3.7	4	Int..	2	No...	Sep..	Iron.	Iron.	L...	Car..	2.25	.31†	Heli...	None..	CI....	6.19	118.0	1.23x4.62	Pist...	3
Buffalo.....CM	Tractors.....	4-5½x7	48.40	75-1200	665.2	3.7	4	Int..	2	No...	Sep..	Iron.	Iron.	L...	Car..	2.25	.31†	Heli...	None..	CI....	6.00	190.0	1.37x5.00	Pist...	3
Buffalo.....CE	Tractors.....	4-6¾x9	72.90	100-1000	1252.0	3.7	4	Int..	2	No...	Sep..	Iron.	Iron.	L...	Car..	2.87	.44†	Heli...	None..	CI....	7.69	274.0	1.62x6.25	Pist...	3
Climax.....K, KU, KL	T & Tr.....	4-5 x6½	40.00	57-1200	510.5	4.2	3*	Det..	2	No...	Sep..	Iron.	Iron.	L...	CI...	2.25	.31†	Heli...	None..	CI....	5.75	132.0	1.36x4.75	Rod...	3
Climax.....R-6	Rail C.....	6-5½x7	73.60	125-1200	997.9	4.4	4	Det..	2	Yes..	Sep..	Iron.	Iron.	L...	CI...	2.25	.37	Heli...	None..	CI....	6.44	162.0	1.50x4.87	Pist...	3
Climax.....T & TU	T & Tr.....	4-5½x7	48.40	81-1200	665.2	4.3	4	Det..	2	No...	Sep..	Iron.	Iron.	L...	CI...	2.25	.31	Spur..	None..	CI....	7.00	168.0	1.50x5.19	Rod...	3
Continental.....7U	Cars.....	6-3½x4¼	23.44	49-2500	195.6	4.5	3	Det..	6	No...	Int..	Iron.	PS...	L...	Nic...	1.50	.31	Chain.	None..	CI....	3.25	27.0	.87x1.06	Rod...	3
Continental.....8R	Cars.....	6-3⅝x4½	27.34	56-2300	241.6	4.2	3	Det..	6	No...	Sep..	Al...	PS...	L...	Car..	1.50	.31	Heli..	Idler..	CI....	4.09	35.0	.87x1.37	Rod...	3
Continental.....6M	T & Buses.....	6-3⅝x4½	27.34	56-2300	241.6	4.2	3	Det..	6	No...	Sep..	Al...	PS...	L...	Sil...	1.50	.31	Heli...	None..	CI....	4.09	35.0	.87x1.37	Rod...	3
Continental.....H7	T, Tr, In.....	4-3½x4¼	15.63	29-2500	130.4	4.2	3	Det..	4	No...	Int..	Iron.	PS...	L...	ChN	1.50	.31	Heli...	None..	CI....	3.25	32.0	.75x2.72	Pist...	3
Continental.....L5	Trucks.....	4-4¼x5½	28.90	30-1300	312.0	3.4	3	Det..	2	No...	Sep..	Al...	Al...	L...	Sil...	2.00	.31	Heli...	None..	CI....	6.25	94.5	1.37x3.75	Rod...	4
Continental.....B7	Trucks.....	4-5 x6	40.00	55-1400	471.2	3.4	3	Det..	2	No...	Sep..	Al...	Al...	L...	Sil...	2.12	.31	Heli...	None..	CI....	5.91	112.3	1.50x4.50	Rod...	4
Continental.....14H	Buses.....	6-4½x5¾	48.60	95-2100	548.6	3.8	3	Det..	6	No...	Sep..	Al...	Al...	L...	Sil...	2.12†	.37	Heli...	Accx..	Al....	6.00	63.0	1.50x1.62	Rod...	4
Continental.....6J	Cars.....	6-3⅜x5	33.75	70-2400	331.3	4.3	3	Det..	6	No...	Sep..	Al...	PS...	L...	ChN.	1.81	.31	Heli...	Idler..	CI....	4.50	46.2	1.12x3.31	Rod...	3
Continental.....6B	T & Buses.....	6-3⅜x5	33.75	70-2300	331.4	4.1	3	Det..	6	No...	Sep..	Al...	PS...	L...	Sil...	1.81	.31	Heli...	None..	CI....	4.50	43.0	1.12x1.75	Rod...	3
Continental.....S4	Trucks.....	4-4¼x4½	28.90	50-2200	225.3	4.1	3	Det..	4	No...	Int..	Iron.	PS...	L...	Tun..	1.87	.31	Heli...	None..	CI....	4.75	74.2	1.50x1.44	Flo...	3
Continental.....J4	T, B, Tr.....	4-3⅜x5	22.50	32-1600	220.9	3.7	3	Det..	4	No...	Sep..	Al...	Al...	L...	Car..	1.62	.31	Heli...	None..	CI....	4.87	58.0	1.12x1.75	Rod...	4
Continental.....K4	T, B, Tr.....	4-4⅛x5¼	27.23	36-1500	280.6	3.6	3	Det..	4	No...	Sep..	Al...	Al...	L...	Car..	1.87	.31	Heli...	None..	CI....	5.44	65.5	1.25x1.87	Rod...	4
Continental.....L4	T, B, Tr.....	4-4½x5½	32.40	43-1300	349.9	3.5	3	Det..	2	No...	Sep..	Al...	Al...	L...	Car..	2.00	.31	Heli...	None..	CI....	5.94	84.0	1.37x2.00	Rod...	4
Continental.....E5	T, B, Tr.....	4-4¾x6	36.10	52-1400	425.3	3.4	3	Det..	2	No...	Sep..	Al...	Al...	L...	Car..	2.12	.31	Heli...	None..	CI....	6.12	114.0	1.50x2.37	Rod...	4
Erd.....C6	T, B, Tr.....	6-4¼x6	43.35	58-1000	510.7	4.8	3	Det..	4	No...	Sep..	Iron..	Al...	I...	CI...	2.00	.41	Heli...	None..	CI....	.....	.....	1.37x3.94	Rod...	3
Erd.....S4	Cars.....	4-3⅝x5	18.23	.....	222.0	4.0	3	Det..	4	No...	Int..	Iron.	Al...	L...	CI...	1.62	.31	Heli...	None..	CI....	4.12	26.0	.87x....	Rod...	3
EWC.....GF	T, Tr & B.....	4-4¾x6	36.10	55-1200	425.3	....	4	Det..	1	No...	Sep..	Iron..	Iron..	L...	CI...	1.87	.38†	Heli...	None..	CI....	5.87	110.4	1.25x4.25	Rod...	3
EWC.....CF	T, Tr & B.....	4-5 x6	40.00	61-1400	471.0	....	4	Det..	1	No...	Sep..	Iron..	Iron..	L...	CI...	2.00	.38†	Heli...	None..	CI....	6.25	111.2	1.25x4.62	Rod...	4
EWC.....A	T, Tr & B.....	4-5¼x6	44.10	67-1400	519.4	....	4	Det..	1	No...	Sep..	Iron..	Iron..	L...	CI...	2.00	.38†	Heli...	None..	CI....	6.25	112.0	1.25x4.87	Rod...	3
EWC.....DA	T, Tr & B.....	4-5½x7	48.40	76-1400	665.2	....	4	Det..	1	No...	Sep..	Iron..	Iron..	L...	CI...	2.25	.50†	Heli...	None..	CI....	7.00	175.5	1.44x5.06	Rod...	3
Falls.....T8000	Cars.....	6-3½x4¼	23.44	46-2750	195.6	4.6	3	Det..	6	No...	Int..	Iron..	PS...	I...	Sil...	1.37	.28†	Heli...	Cam...	CI....	3.50	28.0	.75x2.87	Pist...	4
G. B. S.....AA	C & T.....	4-3¾x5	22.50	.....	222.0	....	3	Int...	4	No...	Sep..	Al...	Al...	L...	CI...	1.67	.35	Heli...	None..	CI....	3.75	49.0	1.09x3.43	Rod...	3
G. B. S.....S	C & T.....	4-3¾x4¼	22.50	.....	187.9	....	3	Det..	4	No...	Sep..	Iron..	PS...	L...	CI...	1.62	.21	Heli...	None..	CI....	3.81	45.0	.87x3.12	Pist...	3
Gray.....ZC	Cars.....	4-3⅝x4	21.03	21-1500	165.1	3.9	4*	Det..	4	No...	Int..	Iron..	Iron..	L...	CI...	1.37	.22	Heli...	None..	CI....	3.62	38.0	.74x3.25	Pist...	3
Gray.....VC	Trucks.....	4-3½x5	19.60	31-1800	192.4	4.2	4*	Det..	4	No...	Int..	Iron..	Iron*	I...	CI...	1.75	.36	Chain.	None..	CI....	3.87	24.0	1.00x2.96	Rod...	3
Hercules.....OBX	T, B, Tr.....	4-4 x5	25.60	43-2000	251.3	4.0	3	Det..	4	No...	Int..	Iron..	PS...	L...	Sil...	1.62	.33	Heli...	None..	Al....	4.87	40.2	1.37x3.50	Pist...	3
Hercules.....O &O X	T, B, Tr.....	4-4 x5	25.60	43-2000	251.3	4.0	3	Det..	4	No...	Int..	Iron..	PS...	L...	Car†	1.62	.33	Heli...	None..	CI....	4.87	64.4	1.37x3.50	Pist...	3
Hercules.....L	T, B, Tr.....	4-4½x5¾	32.4	60-1800	365.8	4.0	3	Det..	4	No...	Int..	Iron..	PS...	L...	Sil...	2.00	.33	Heli...	None..	CI....	5.25	91.5	1.50x4.00	Pist...	4
Hercules.....G	T, B, Tr.....	4-4¾x5¾	38.0	64-1800	407.6	4.0	3	Det..	4	No...	Int..	Iron..	PS...	L...	Sil...	2.00	.33	Heli...	None..	CI....	5.25	94.7	1.50x4.25	Pist...	4
Hinkley.....300	T, B, Tr.....	4-3⅞x5½	22.50	37-1700	231.9	3.9	3	Det..	4	No...	Sep..	SS...	PS...	L...	CI...	1.75	.31	Heli...	None..	CI....	4.75	60.0	1.12x1.75	Rod...	3
Hinkley.....400	T, B, Tr.....	4-4 x5¼	25.60	44-1780	263.9	3.9	3	Det..	4	No...	Sep..	SS...	PS...	L...	CI...	1.75	.31	Heli...	None..	CI....	4.50	60.0	1.12x1.75	Rod...	3
Hinkley.....500	T, B, Tr.....	4-4¼x5½	28.90	48-1780	312.0	3.9	3	Det..	4	No...	Sep..	SS...	Al...	L...	CI...	2.00	.31	Heli...	None..	CI....	5.25	81.0	1.25x1.87	Rod...	3
Hinkley.....200	T, B, Tr.....	4-4½x5½	32.40	54-1600	349.9	3.9	3	Det..	4	No...	Sep..	SS...	Al...	L...	CI...	2.00	.31	Heli...	None..	CI....	5.25	92.0	1.25x1.87	Rod...	3
Hinkley.....100	T, B, Tr.....	4-4¾x6	36.10	60-1400	425.3	4.0	3	Det..	2	No...	Sep..	Al...	Al...	L...	CI...	2.12	.31	Heli...	None..	CI....	6.12	105.0	1.37x2.12	Rod...	3
Hinkley.....170(	T, B, Tr.....	4-5 x6	40.00	85-1600	471.0	3.9	3	Det..	2	No...	Sep..	Al...	Al...	I...	Sil...	2.25†	.44	Heli...	None..	CI....	6.12	.....	1.37x4.62	Rod...	3
Jackson.....J	T, Tr.....	4-4¼x6⅝	28.90	35-1200	369.7	3.8	3	Det..	2	No...	Sep..	Iron..	Al...	L...	Sil...	1.87	.31	Heli...	None..	CI....	5.00	73.0	1.12x3.75	Rod...	3
Jackson.....A	T, Tr.....	4-4 x6⅝	28.90	.....	369.7	3.7	3	Int..	2	No...	Sep..	SS...	Al...	L...	Sil...	1.87	.37	Gear..	None..	CI....	5.00	73.0	1.12x3.75	Pist...	3
LeRoi.....2C	C, T, Tr.....	4-3½x4½	15.63	25-2200	138.1	4.4	3	Det..	4	No...	Int..	Iron..	Iron..	L...	CI...	1.50	.19	Heli...	None..	CI....	3.50	28.0	.75x2.87	Flo...	3
LeRoi.....MRCM	Tractors.....	2-3½x4½	7.80	10-1750	69.0	4.4	4*	Det..	2	No...	Int..	Iron..	Iron..	L...	CI...	1.50	.19	Heli...	None..	CI....	3.50	28.0	.75x2.87	Flo...	3
Light.....H	C, T, Tr.....	4-3¼x4½	16.90	29-2350	149.3	3.9	3	Det..	4	.....	Int..	Iron..	Iron..	L...	CI...	1.19	.36	Heli...	None..	CI....	4.00	30.0	.75x3.00	Rod...	3
Lycoming.....CH	C, T, Tr.....	4-3½x5	19.60	40-2250	192.4	4.1	3	Det..	4	No...	Sep..	Iron..	PS...	L...	CI...	1.62	.34	Heli...	Cran..	Al*...	4.12	24.0	1.12x2.90	Flo...	4
Lycoming.....CF	C, T, Tr.....	4-3⅝x5	21.03	42-2200	206.4	4.1	3	Det..	4	No...	Sep..	Iron..	PS...	L...	CI...	1.62	.34	Heli...	Cran..	Al*...	4.12	26.0	1.12x2.90	Flo...	4
Lycoming.....CT	C, T, Tr.....	4-3¾x5	22.50	44-2150	220.9	4.1	3	Det..	4	No...	Sep..	Iron..	PS...	L...	CI...	1.62	.34	Heli...	Cran..	CI....	4.12	42.0	1.12x3.31	Pist...	4
Lycoming.....C4	Trucks.....	4-4 x5	25.60	42-2000	251.3	4.0	3	Det..	4	No...	Sep..	Iron..	PS...	L...	CI...	1.62	.31	Heli...	Accx..	CI....	4.12	44.0	1.12x3.56	Pist...	3
Lycoming.....3S	Cars.....	6-3⅜x4½	24.50	.....	215.4	4.6	3	Int..	6	No...	Sep..	Iron..	PS...	L...	Sil...	1.44	.31	Opt...	Idler..	CI....	3.50	25.0	.75x2.78	Pist...	4
Lycoming.....2S	Cars.....	6-3½x4½	23.44	.....	207.1	4.6	3	Det..	6	No...	Sep..	Iron..	PS...	L...	Sil...	1.44	.31	Opt...	Idler..	CI....	3.50	25.0	.75x2.78	Pist...	4
Lycoming.....H	Cars.....	8-3 x4½	28.80	63-3000	254.4	4.6	3	Det..	8	No...	Sep..	Iron..	PS...	L...	Sil...	1.44	.31	Chain.	None..	CI....	3.50	25.0	.75x2.78	Pist...	3
Lycoming.....2H	Cars.....	8-3½x4½	31.25	55-3000	276.1	4.6	3	Det..	8	No...	Sep..	Iron..	PS...	L...	Sil...	1.44	.31	Chain.	None..	CI....	3.50	25.0	.75x2.78	Pist...	3
Lycoming.....2H	Cars.....	8-3⅜x4½	32.50	70-3000	287.3	4.6	3	Det..	8	No...	Sep..	Iron..	PS...	L...	Sil...	1.44	.31	Chain.	None..	CI....	3.50	25.0	.75x2.78	Pist...	3

ABBREVIATIONS:

Accx—Accessories Drive
Al—Aluminum Alloy
ASt—Alloy Steel
B—Buses
Bro—Bronze
C—Cars
Car—Carbon Steel
Cam—Camshaft
C—Passenger Cars
Cent—Centrifugal
Ch N—Chrome Nickel Steel
Chr—Chromium Steel
CI—Cast Iron
Det—Detachable
Dur—Duraluminum
Ecc—Eccentric
Fl Pr—Full Pressure to all bearings including wrist pins
Flo—Floating
Hell—Helical
I—Both valves in head
H—Valves horizontal in head
Int—Integral
L—Valves at side

Engine Specifications

CONNECTING RODS			CRANKSHAFT								OILING SYSTEM		WATER CIRCULATION		GOVERNOR			MISCELLANEOUS							MAKE AND MODEL
Material	Center to Center Length (Ins.)	Weight (With Bushings and Cap) Oz.	Material	Offset (Ins.)	Counter Balances Used?	Crank Pin Diameter and Length (Ins.)	Main Bearings Number	Main Bearings Diameter and Length (Ins.) Front	Main Bearings Diameter and Length (Ins.) Rear		Type of System	Pump Type	Type	Pump Type	Equipment	Type	Maximum Governed Speed (R.P.M.)	Speed at Which Maximum Torque Is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Overall Dimensions (Ins.) Width	Overall Dimensions (Ins.) Height	Overall Dimensions (Ins.) Length	Bell Housing Provided? S.A.E. Numbers	
Car...	8.50	.....	Car...	None...	No....	2.25x1.50	3	1.75x2.50	2.37x3.37		FlPr....	Gear..	Pump...	Cent..	NP...	None..	None..	1000	600	No...	28¾	31⅞	41⅞	3*	Anated.....M
Car...	9.19	.....	Car...	None...	No...	2.25x1.50	3	1.75x2.50	2.37x3.37		FlPr....	Gear..	Pump...	Cent..	NP...	None..	None..	800	675	No...	28¾	31⅞	41⅞	3*	Anated.....F
Car...	14.00	144.0	Car...	None...	No...	2.25x2.75	5	2.25x4.75	2.25x4.00		Splash..	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	400	1600	Yes...	22	35½	58¾	None..	Automatic.....J
Car...	14.00	144.0	Car...	None...	No...	2.25x2.75	5	2.25x4.75	2.25x4.00		Splash..	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	400	1650	Yes...	85¾	19½	35½	None..	Automatic.....J5½
Car...	17.00	240.0	Car...	None...	No...	2.75x3.00	5	2.75x6.75	2.75x5.00		Splash..	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	400	2700	Yes...	26	43	70½	None..	Automatic.....M
Car...	19.00	496.0	Car...	None...	No...	3.00x3.50	5	3.00x7.00	3.00x6.00		Splash..	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	325	3750	Yes...	30	48	78¾	None..	Automatic.....N
Car...	21.00	728.0	Car...	None...	No...	3.50x4.25	3	3.50x6.50	3.50x5.12		Splash..	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	300	4700	Yes...	32	53½	86½	None..	Automatic.....R
Car...	12.50	139.0	Car...	.50	No...	2.25x2.75	5	2.37x3.50	2.37x4.50		PrCs....	Gear..	Pump...	Cent..	Opt...	None..	None..	800	1475	No...	23½	39	65	1, 2	Beaver.....JD
Car...	12.50	139.0	Car...	.50	No...	2.25x2.75	4	2.37x3.50	2.37x4.50		PrCs....	Gear..	Pump...	Cent..	Opt...	None..	None..	800	1020	Yes...	23½	39	50	2*	Beaver.....JC
Car...	12.50	139.0	Car...	.50	No...	2.25x2.75	3	2.37x3.50	2.37x4.50		PrCs....	Gear..	Pump...	Cent..	.....	None..	None..	750	1020	Yes...	23½	39	50	2	Beaver.....JB
Car...	12.50	129.0	Car...	.50	No...	2.25x2.75	3	2.37x3.50	2.37x4.50		PrCs....	Gear..	Pump...	Cent..	Opt...	None..	None..	700	1000	Yes...	23½	39	50	2, 3	Beaver.....JA
Car...	14.20	282.0	Car...	None...	No...	3.00x3.75	3	3.00x3.75	3.00x5.25		PrCs....	Gear..	Pump...	Cent..	Opt...	None..	None..	800	2000	No...	29	45	62	1	Beaver.....RA
Car...	14.00	282.0	Car...	None...	No...	3.00x3.75	3	3.00x3.75	3.00x5.25		PrCs....	Gear..	Pump...	Cent..	Opt...	None..	None..	800	2000	No...	29	45	62	1	Beaver.....RB
Car...	14.00	282.0	Car...	None...	No...	3.00x3.75	3	3.00x3.75	3.00x5.25		PrCs....	Gear..	Pump...	Cent..	Opt...	None..	None..	800	2000	No...	29	45	81	1	Beaver.....RD
Car...	14.00	282.0	Car...	None...	No...	3.00x3.75	3	3.00x3.75	3.00x5.25		PrCs....	Gear..	Pump...	Cent..	Opt...	None..	None..	800	2000	No...	29	45	81	1	Beaver.....RE
ASt...	11.25	57.2	ASt...	None...	No...	1.87x2.00	3	2.12x2.50	2.50x2.94		PrCs....	Gear..	Pump...	Cent..	Opt...	None..	1450	725	645	No...	25¾	32¾	52¼	3	Buda.....MU
ASt...	11.25	57.2	ASt...	None...	No...	1.87x2.00	3	2.12x2.50	2.50x2.94		PrCs....	Gear..	Pump...	Cent..	Opt...	None..	1450	1000	660	No...	25¾	32¾	52½	3	Buda.....WTU
ASt...	11.25	92.2	ASt...	None...	Yes...	2.00x2.25	3	2.25x2.87	2.50x3.44		PrCs....	Gear..	Pump...	Cent..	Opt...	None..	None..	.....	780	No...	25¾	33⅞	55⅛	3	Buda.....CBU
ASt...	11.25	92.2	ASt...	None...	Yes...	2.00x2.25	3	2.25x2.87	2.50x3.44		PrCs....	Gear..	Pump...	Cent..	Opt...	None..	1600	1000	840	No...	25¾	33⅞	55⅛	3	Buda.....KBUI
ASt...	11.25	89.0	ASt...	None...	No...	2.00x2.25	3	1.87x2.87	2.12x3.50		PrCs....	Gear..	Pump...	Cent..	Opt...	None..	1150	1000	775	No...	25¾	32¼	55½	3	Buda.....CTU
ASt...	11.25	89.0	ASt...	None...	No...	2.00x2.25	3	1.87x2.87	2.12x3.50		PrCs....	Gear..	Pump...	Cent..	Opt...	None..	1150	900	782	No...	25¾	32⅝	55½	3	Buda.....KTU
ASt...	12.25	120.0	ASt...	None...	Yes...	2.12x2.50	3	2.25x3.09	2.75x3.94		PrCs....	Gear..	Pump...	Cent..	Opt...	None..	1400	1200	930	No...	25¾	34⅛	58¼	3	Buda.....EBUI
ASt...	12.25	113.0	ASt...	None...	No...	2.12x2.50	3	2.12x3.09	2.37x4.00		PrCs....	Gear..	Pump...	Cent..	Opt...	None..	1100	900	968	No...	25¾	34⅛	58¼	3	Buda.....ETU
ASt...	13.25	148.2	ASt...	None...	Yes...	2.25x3.00	3	2.25x3.94	2.75x4.44		PrCs....	Gear..	Pump...	Cent..	Opt...	None..	1250	1100	935	No...	25¾	37⅞	65¼	3	Buda.....YBU
ASt...	13.25	133.7	ASt...	None...	No...	2.25x3.00	3	2.12x3.50	2.37x4.50		PrCc....	Gear..	Pump...	Cent..	Opt...	None..	1000	850	1060	No...	25¾	37½	65¼	3	Buda.....YTU
Rod...	14.37	163.0	ASt...	None...	No...	2.50x3.12	3	2.25x4.12	2.62x4.75		PrCs....	Gear..	Pump...	Cent..	Opt...	None..	None..	725	1410	No...	28¾	41⅜	70⅝	1	Buda.....BTU
Rod...	11.25	94.0	ASt...	None...	Yes...	2.50x2.12	4	2.50x2.12	2.50x3.50		PrCs....	Gear..	Pump...	Cent..	Opt...	None..	None..	.....	867	.....	25¾	37¼	52⅝	3	Buda.....BUS
Pist...	11.37	85.0	Car...	.87	No...	1.87x2.87	3	1.87x3.06	1.87x4.75		Splash..	Pist..	Pump...	Gear..	Opt...	Cent..	1500	1000	800	Yes...	23½	32¾	44¼	None..	Buffalo.....MY
Flo...	14.00	111.0	Car...	None...	No...	2.62x2.75	7	2.62x4.12	2.62x4.50		PrCs....	Gear..	Pump...	Gear..	Opt...	Cent..	1500	1100	2100	No...	33	43½	68	Opt...	Buffalo.....R
Rod...	10.25	48.0	Car...	None...	No...	1.87x2.12	3	2.18x2.87	2.25x3.00		Splash..	Pist..	ThS*...	Cent..	Opt...	Cent..	1500	1000	530	Yes...	25¾	32½	39½	Opt...	Buffalo.....BA
Pist...	12.94	109.0	Car...	.87	No...	2.12x3.25	3	2.12x3.69	2.12x5.25		PrCs....	Ecc...	Pump...	Cent..	Opt...	Cent..	1000	600	1100	Yes...	25½	35½	50½	None..	Buffalo.....RT
Pist...	13.25	123.0	Car...	.87	No...	2.25x3.25	3	2.37x4.50	2.37x4.87		PrCs....	Gear..	Pump...	Vane*.	Opt...	Cent..	1000	700	1600	Yes...	33	43	51¼	None..	Buffalo.....CM
Car...	17.75	232.0	Car...	1.00	No...	2.75x4.00	3	2.75x5.50	2.75x5.87		PrCs....	Gear..	Pump...	Gear..	Opt...	Cent..	900	575	2400	Yes...	41¾	54¼	56½	None..	Buffalo.....CE
ASt...	13.00	110.0	ASt...	None...	No...	2.25x3.00	3	2.19x3.75	2.31x4.37		PrCs....	Ecc...	Pump...	Cent..	Stk...	Cent..	1200	700	1100	Yes...	26¼	39¾	45¾	1,2*	Climax.....K, KU, KL
ASt...	16.00	220.0	ASt...	None...	Yes...	3.00x3.00	4	3.25x3.66	3.25x4.50		PrCs....	Ecc...	Pump...	Cent..	Stk...	Cent..	1800	650	2400	No...	13½	46	72⅞	1	Climax.....R-6
ASt...	14.00	179.0	ASt...	None...	No...	2.50x3.50	3	2.50x3.75	2.50x4.50		PrCs....	Ecc...	Pump...	Cent..	Stk...	Cent..	1200	850	1550	Yes...	28	43⅞	51¼	1*	Climax.....T & TV
Car...	8.25	32.0	Car...	None...	No...	2.00x1.37	4	2.00x1.50	2.00x2.12		PrCs....	Gear..	Pump...	Cent..	NP...	None..	None..	1100	470	No...	24½	27⅝	38⅜	4	Continental.....7U
Car...	10.50	52.0	Car...	None...	No...	2.25x1.56	4	2.25x2.34	2.25x2.81		PrCs....	Gear..	Pump...	Cent..	NP...	None..	None..	1000	580	No...	24½	30⅞	40⅛	3	Continental.....8R
Car...	10.50	40.0	Car...	None...	No...	2.25x1.56	4	2.25x2.34	2.25x2.81		PrCs....	Gear..	Pump...	Cent..	NP...	None..	None..	1000	580	No...	24½	30¾	40¼	3	Continental.....6M
Car...	8.00	21.7	Car...	None...	No...	1.50x1.44	3	1.50x2.78	1.50x2.75		PrCs....	Gear..	Pump...	Cent..	Opt...	Hyd..	None..	1400	305	No...	24½	29⅝	29⅝	4*	Continental.....H7
Car...	12.00	118.2	Car...	None...	No...	2.25x2.62	3	2.25x3.00	2.25x3.25		FlPr....	Gear..	Pump...	Cent..	Opt...	Hyd..	1200	620	807	No...	24½	39½	42⅝	2	Continental.....L5
Car...	13.25	166.2	Car...	None...	No...	2.62x3.00	3	2.37x3.37	2.62x3.69		FlPr....	Gear..	Pump...	Cent..	Opt...	Opt...	1100	700	969	No...	26¾	41⅝	47⅜	1	Continental.....B7
Car...	13.50	135.0	Car...	None...	No...	3.00x2.12	3	3.00x3.06	3.00x2.75		FlPr....	Gear..	Pump...	Cent..	Opt...	Hyd..	1650	600	1370	No...	26¾	41½	52⅝	1	Continental.....14H
Car...	11.00	74.0	Car...	None...	No...	2.37x1.87	4	2.37x2.34	2.37x3.06		PrCs....	Gear..	Pump...	Cent..	NP...	None..	None..	900	700	No...	24½	34⅝	53⅜	3	Continental.....6J
Car...	11.00	50.0	Car...	None...	No...	2.37x1.87	4	2.37x2.41	2.37x3.06		PrCs....	Gear..	Pump...	Cent..	NP...	None..	None..	900	700	No...	24½	34	46¾	3	Continental.....6B
Car...	12.00	93.5	Car...	None...	No...	2.25x2.37	3	2.25x2.12	2.25x2.69		FlPr....	Gear..	Pump...	Cent..	Opt...	Hyd..	Opt..	1100	748	No...	24½	33⅝	38⅛	2	Continental.....S4
Car...	11.00	78.0	Car...	None...	No...	2.00x2.18	3	2.25x2.25	2.25x2.62		FlPr....	Gear..	Pump...	Cent..	Opt...	None..	1400	600	590	No...	24½	25	34¼	3	Continental.....J4
Car...	11.50	57.2	Car...	None...	No...	2.12x2.37	3	2.25x2.62	2.25x2.75		FlPr....	Gear..	Pump...	Cent..	Opt...	None..	1300	700	680	No...	24½	26¾	37⅛	2	Continental.....K4
Car...	12.00	136.0	Car...	None...	No...	2.25x2.62	3	2.25x3.00	2.25x3.25		FlPr....	Gear..	Pump...	Cent..	Opt...	None..	1200	600	807	No...	24½	27¾	40⅞	2	Continental.....L4
Car...	13.25	136.0	Car...	None...	No...	2.62x3.00	3	2.37x3.31	2.62x3.69		FlPr....	Gear..	Pump...	Cent..	Opt...	None..	1100	800	998	No...	26¾	40¾	46⅜	1	Continental.....B5
ASt...	.....	.....	Car...	None...	Opt...	2.50x2.37	4	2.50x3.00	2.50x4.25		FlPr....	Gear..	Pump...	Cent..	Opt...	Opt...	1000	800	.....	Yes...	25¾	38½	38½	2, 3	Erd.....C6
ASt...	10.00	28.0	Car...	None...	Opt...	2.00x....	3	2.00x2.62	2.00x3.69		PrCs....	Gear..	ThS....	None..	Opt...	Opt..	Opt..	1050	450	No...	39	25¾	32½	3, 5	Erd.....S4
Car...	10.00	112.0	Car...	.44	No...	2.00x2.44	5	2.25x3.44	2.25x3.62		PrCs*..	Gear..	Pump...	Cent..	Stk...	Cent..	1200	650	1180	Yes...	24¼	35¼	42¾	Opt...	EWC.....GF
Car...	12.00	128.0	Car...	.56	No...	2.00x2.44	5	2.25x3.44	2.25x3.62		PrCs*..	Gear..	Pump...	Cent..	Stk...	Cent..	1200	700	1180	Yes...	24¼	37¼	42¾	Opt...	EWC.....CF
Car...	12.00	128.0	Car...	.56	No...	2.00x2.44	5	2.25x3.44	2.25x3.62		PrCs*..	Gear..	Pump...	Cent..	Stk...	Cent..	1200	700	1200	Yes...	24½	37¼	42¾	Opt...	EWC.....A
Car...	14.00	182.7	Car...	None...	No...	2.50x3.00	5	2.50x3.00	2.62x4.00		PrCs....	Gear..	Pump...	Cent..	Stk...	Cent..	1000	700	1500	Yes...	29¼	58½	52¾	Opt...	EWC.....DA
Car...	8.12	32.5	Car...	None...	No...	2.06x1.62	3	2.25x2.59	2.22x3.00		SpPr†...	Gear..	ThS....	None..	NP...	None..	None..	850	495	No...	27¾	27	39	3, 4	Falls.....T8000
Car...	10.25	36.0	Car...	None...	No...	1.87x2.18	3	2.25x3.00	2.25x3.00		PrCs....	Gear..	Pump...	None..	Opt...	Opt..	1400	800	425	No...	25¾	33⅛	34	3	G. B. S.....AA
Car...	7.00	23.0	Car...	None...	No...	1.50x2.00	3	1.50x3.87	1.62x4.00		SpPr....	Pist..	ThS....	None..	Opt...	Opt..	1000	800	366	No...	23½	25	34	5	G. B. S.....S
Car...	11.00	44.0	Car...	.12	No...	2.00x1.87	3	2.00x2.50	2.12x3.37		SpPr....	Gear..	ThS*...	Gear..	NP...	None..	None..	.....	275	No...	20⅝	13½	28	Opt...	Gray.....ZC
Dur...	9.20	34.7	Car...	None...	No...	2.00x2.25	3	2.00x2.94	2.00x3.31		PrCs....	Gear..	Pump*...	Cent..	Opt...	Opt..	1800	1100	600	No...	25⅞	28¼	37⅜	2, 3	Gray.....VC
Car...	9.50	60.0	Car...	None...	No...	2.00x2.25	3	2.00x2.94	2.00x3.31		PrCs....	Gear..	Pump...	Cent..	Opt...	Opt..	1500	1000	605	Yes...	25⅞	28¼	37⅜	2, 3	Hercules.....OBX
Car...	10.84	76.0	Car...	None...	No...	2.50x2.62	3	3.00x3.25	3.00x3.50		SpPr....	Gear..	Pump...	Cent..	Opt...	Opt..	1400	900	819	No...	26	30¾	42⅜	2	Hercules.....L
Car...	10.84	76.0	Car...	None...	No...	2.50x2.62	3	3.00x3.25	3.00x3.50		SpPr....	Gear..	Pump...	Cent..	Opt...	Opt..	1400	900	819	No...	26	30¾	42⅜	2	Hercules.....G
Car...	11.50	98.0	ASt...	None...	No...	2.12x2.25	3	2.12x2.25	2.25x3.00		PrCs....	Gear..	Pump...	Cent..	Opt...	Cent..	1750	775	734	Yes...	25¾	36	37¼	3	Hinkley.....300
Car...	11.50	98.0	ASt...	None...	No...	2.12x2.25	3	2.12x2.25	2.25x3.00		PrCs....	Gear..	Pump...	Cent..	Opt...	Cent..	1750	1100	739	Yes...	25¾	36	37¼	3	Hinkley.....400
Car...	12.00	119.0	ASt...	None...	No...	2.25x2.50	3	2.25x2.50	2.37x3.50		PrCs....	Gear..	Pump...	Cent..	Opt...	Cent..	1650	950	884	Yes...	25¾	40	44	2	Hinkley.....500
Car...	12.00	119.0	ASt...	None...	No...	2.25x2.50	3	2.25x2.50	2.37x3.00		PrCs....	Gear..	Pump...	Cent..	Opt...	Cent..	1600	900	896	Yes...	25¾	40	44	2	Hinkley.....200
Car...	13.50	136.0	ASt...	None...	No...	2.37x3.00	3	2.37x3.00	2.50x4.00		PrCs....	Gear..	Pump...	Cent..	Stk...	Cent..	1450	700	1040	No...	28	41	47	1	Hinkley.....100
Car...	13.50	.....	ASt...	None...	No...	2.37x3.00	3	2.37x3.00	2.50x4.00		PrCs....	Gear..	Pump...	Cent..	Stk...	Cent..	1450	900	1100	No...	28¾	43⅛	46⅝	1	Hinkley.....1700
Car...	10.25	75.0	Car...	.75	Yes...	2.25x2.50	3	2.37x3.00	2.37x3.50		PrCs....	Gear..	Pump...	Cent..	Stk...	Hyd..	1200	800	1050	Yes...	25¾	36½	50¾	2	Jackson.....J
Car...	10.25	75.0	Car...	.75	Yes...	2.25x2.50	3	2.37x3.00	2.37x3.50		PrCs....	Gear..	Pump...	Cent..	Stk...	Hyd..	1200	800	1050	Yes...	25¾	36½	50¾	2	Jackson.....A
Car...	8.00	36.0	Car...	None...	Yes...	1.75x2.00	2	1.75x2.75	1.75x2.75		SpPr....	Pist..	ThS....	None..	Opt...	Cent..	1600	1200	.....	No...	15	24	28	2, 3, 4*	LeRoi.....2C
Car...	8.00	36.0	Car...	None...	Yes...	1.75x2.00	2	1.75x2.75	1.75x2.75		SpPr....	Pist..	ThS....	None..	Opt...	Cent..	1200	1100	.....	No...	17	22	22	Opt...	LeRoi.....M. &MR
Car...	9.00	43.0	Car...	None...	No...	1.75x2.00	2	1.87x2.37	1.87x2.75		Splash..	Pist..	ThS....	None..	Opt...	Cent..	2000	1000	400	No...	26⅞	30	41½	2,3,4,5	Light.....H
Car...	12.00	50.0	Car...	None...	No...	2.12x1.81	5	2.12x2.62	2.12x2.62		PrCs....	Gear..	ThS....	None..	NP...	None..	None..	1200	495	No...	20⅜	30¾	41⅝	3, 5	Lycoming.....CH
Car...	12.00	50.0	Car...	None...	No...	2.12x1.81	5	2.12x2.62	2.12x2.62		PrCs....	Gear..	ThS....	None..	NP...	None..	None..	1200	505	No...	20⅜	30¾	41⅝	3, 5	Lycoming.....CF
Car...	12.00	50.0	Car...	None...	No...	2.12x1.81	5	2.12x2.62	2.12x2.62		PrCs....	Gear..	ThS....	None..	NP...	None..	None..	1200	515	No...	20⅜	30¾	41⅝	3, 5	Lycoming.....CT
Car...	11.94	38.0	Car...	None...	No...	2.12x1.81	5	2.12x2.62	2.12x2.62		Pr s....	Gear..	Opt....	Cent..	Opt...	Opt..	Opt..	1000	520	No...	20⅜	26⅝	41⅝	3,4,5	Lycoming.....C4
Car...	9.00	37.0	Car...	None...	No...	2.12x1.50	4	2.37x1.75	2.37x2.31		PrCs....	Gear..	Opt....	Cent..	NP...	None..	None..	800	.....	No...	25¾	26⅞	38⅝	4, 5	Lycoming.....3S
Car...	9.00	37.0	Car...	None...	No...	2.12x1.50	4	2.37x1.75	2.37x2.31		PrCs....	Gear..	Opt....	Cent..	NP...	None..	None..	800	700	No...	25¾	26⅞	38⅝	4, 5	Lycoming.....2S
Car...	9.00	37.0	Car...	None...	No...	2.12x1.50	5	2.37x2.68	2.37x2.68		PrCs....	Gear..	Pump...	Cent..	NP...	None..	None..	800	700	No...	25¾	36¾	50½	5	Lycoming.....H
Car...	9.00	37.0	Car...	None...	No...	2.12x1.50	5	2.37x2.68	2.37x2.68		PrCs....	Gear..	Pump...	Cent..	NP...	None..	None..	800	700	No...	25¾	26⅝	50½	4	Lycoming.....2H
Car...	9.00	37.0	Car...	None...	No...	2.12x1.50	5	2.37x2.68	2.37x2.68		PrCs....	Gear..	Pump...	Cent..	NP...	None..	Nore..	800	700	No...	25¾	26⅝	50½	4	Lycoming.....2H

Mag—Magnesium
NP—No provision
Opt—Optional
Pist—Piston
PrCs—Pressure to all crankshaft and connecting rod bearings, splash to other parts
PS—Pressed Steel
Rail C—Rail Cars
Sep—Separate
Sil—Silcrome Steel
Sl—Sleeve
Spec—Special
SS—Semi Steel
SpPr—Pressure to main crankshaft bearings only; splash to connecting rods and other parts
St—Steel
Stk—Standard Equipment
T—Trucks
Th—Valves opposite
ThS—Thermo-siphon
Tr—Tractors
Tun—Tungsten
*—Optional
†—Inlet valve only
‡—Pressure to all main crankshaft and camshaft bearings

American Stock Engine

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	No. Cast in One Piece	Detachable Liners Used?	CRANKCASE: Upper Half: Integral with Cylinders?	Upper Half: Material	Material (Lower Half)	VALVE ARRANGEMENT: Arrangement	Head Material	Clear Diameter (Ins.)	Lift (Ins.)	FRONT END DRIVE: Type	Non-Metallic Gear Used On?	PISTONS: Material	Length (Ins.)	Weight (with Pins, Rings & Bushings) Ozs.	Piston Pins: Diameter and Length (Ins.)	Pin Bearing (Ins.)	Number of Rings per Piston
Mar Tan MAI	Cars	2-3 3/8x3 29/32		17-2600	69.9		3	Det.	1	No.	Sep.	Al.	Al.	I.	CI.	1.50	.37	Spur.	None.	Al*					
Niagara	C, Tr.	4-2 3/4x4	12.10	15-1600	95.03		3	Det.	4	No.	Int.	Iron.	Iron.	L.	CI.	1.18	.25	Spur.	None.	CI.	3.00	20.0	.62x2.50	Flo.	3
Northway 8(	Trucks	4-3 1/2x5 1/2	19.60	34-1800	211.6		3	Det.	1	Yes.	Int.	Iron.	PS.	L.	Chr.	1.56	.39	Heli.	None.	CI.	4.56	49.5	1.10x3.19	Rod.	4
Northway 84	Trucks	4-4 x5 1/2	25.60	46-1600	276.5		3	Det.	1	Yes.	Int.	Iron.	Al.	L.	Chr.	1.87	.39	Heli.	None.	CI.	5.25	70.6	1.23x3.68	Rod.	4
Northway 88	Trucks	4-4 1/2x6	32.40	52-1500	381.7		3	Det.	1	Yes.	Int.	Iron.	Al.	L.	Chr.	2.25	.44	Heli.	None.	CI.	5.72	93.5	1.29x4.19	Rod.	4
Reliable 10-2(	Tractors	2-6 x7		22-600		5.0	3	Det.	2	No.	Sep.	SS.	Iron.	I.	CI.			Spur.	None.	CI.				Pist.	3
Rochester G1	Cars	4-4 1/4x6	28.90	78-2400	340.4	4.7	3	Int.	4		Sep.	Al.	Al.	H.	Tun.	2.00	.48	Chain.	None.	Al.	4.75	43.5	1.25x3.75	Pist.	3
Rochester XL-110(	Cars	6-3 1/2x5	29.40	65-2400	288.6	4.3	3	Det.	6		Sep.	Al.	Al.	L.	Car†			Heli.	Cam.	Al.	4.28	23.5		Pist.	3
Rochester 1001	Cars	6-3 3/4x5	33.75	84-2400	331.4	4.5	3	Det.	6		Sep.	Al.	Al.	I.	Car†			Heli.	Cam.	Al.	4.00	23.5		Pist.	3
Rutenber 25	Cars	6-3 1/8x5	33.44	45-2400	230.0		3	Det.	6	No.	Int.	Iron.	PS.	L.	CI.	1.31	1.31	Heli.	Cam.	CI.	3.75	25.0	.75x2.81	Rod.	4
Stearns HU & H	Buses & T	4-4 1/2x6	32.40	40-950	381.7	4.3	3*	Det.	4	No.	Sep.	CI.	CI.	I.	Sil.	2.00	.37	Heli.	None.	CI.	5.75	80.5	1.50x4.00	Rod.	3
Stearns AU & A	B, T, Tr.	4-4 3/4x6 1/2	36.10	48-1400	460.7	4.3	3*	Det.	4	No.	Sep.	CI.	CI.	I.	Sil.	2.25	.37	Heli.	None.	CI.		96.0	1.62x4.25	Rod.	4
Stearns DU & D	B, C, Tr.	4-5 1/8x6 1/2	42.03	56-1400	536.4	4.3	3*	Det.	4	No.	Sep.	CI.	CI.	I.	Sil.	2.25	.37	Heli.	None.	CI.	6.00	96.0	1.62x4.62	Rod.	4
Stearns DR	B, C, Tr.	4-5 1/8x6 1/2	42.03	100-1400	536.4	4.5	3*	Det.	4	No.	Sep.	CI.	CI.	I.	Sil.	2.25	.37	Heli.	None.	Dur.	6.50	59.0	1.62x4.62	Rod.	4
Stearns HR	Buses & T	4-4 1/2x6	32.40	65-900	381.7	4.5	3*	Det.	4	No.	Sep.	CI.	CI.	I.	Sil.	2.00	.44	Heli.	None.	Dur.	6.12	44.0	1.50x4.00	Rod.	4
Stearns AR	B, T, & Tr.	4-4 3/4x6 1/2	36.10	75-1350	460.7	4.5	3*	Det.	4	No.	Sep.	CI.	CI.	I.	Sil.	2.25	.44	Heli.	None.	Dur.	6.06	55.0	1.62x4.25	Rod.	4
Stearns D6 & DU(	B, C, Tr.	6-5 1/8x6 1/2	63.04	80-1900	804.5	4.3	3*	Det.	6	No.	Sep.	CI.	CI.	L.	Sil.	2.37	.44	Chain.		CI.	6.00	96.0	1.62x4.62	Rod.	4
Stearns DR(	B, C, Tr.	6-5 1/8x6 1/2	63.04	140-1825	804.5	4.5	3*	Det.	6	No.	Sep.	CI.	CI.	L.	Sil.	2.37	.44	Chain.		Dur.	6.50	59.0	1.62x4.62	Rod.	4
Stearns E6 & EU(	B, C, Tr.	6-5 1/2x6 1/2	73.60	100-1950	926.6	4.3	3*	Det.	6	No.	Sep.	CI.	CI.	L.	Sil.	2.37	.44	Chain.		CI.		85.5	1.62x5.00	Rod.	4
Stearns ER(	B, C, Tr.	6-5 1/2x6 1/2	73.60	160-1875	926.6	4.5	3*	Det.	6	No.	Sep.	CI.	CI.	L.	Sil.	2.37	.44	Chain.		Dur.	6.18	67.0	1.62x5.00	Rod.	4
Turmo N	C, T, B, Tr.	4-3 x4 1/2	14.40	23-2000	127.2	4.0	3	Int.	4	No.	Sep.	Iron.	PS.	L.	CI.	1.50	.31	Heli.	None.	CI.	3.25	23.5	.75x2.75	Pist.	3
Turmo S	C, T, B, Tr.	4-3 1/8x5	19.60	47-2000	192.4	4.0	3	Det.	4	Yes.	Sep.	SS.	PS.	L.	CI.	1.62	.31	Heli.	None.	SS.	3.75	36.5	.87x3.25	Pist.	3
Turmo F	C, T, B, Tr.	4-3 3/4x5	22.50	47-2000	220.9	4.0	3	Int.	4	Yes.	Sep.	SS.	PS.	L.	CI.	1.75	.37	Heli.	None.	SS.	4.00	46.0	1.00x3.50	Pist.	3
Twin City TW	T & Tr.	4-4 1/4x6	28.90	45-1300	340.4	3.7	3*	Det.	4	Yes.	Int.	Iron.	Iron.	I.	CI.	1.50	.31	Heli.	None.	CI.	5.19	73.0	1.25x3.87	Rod.	4
Twin City TI	Tractors	4-5 x7 1/2	40.00	45-850	589.0	3.4	4	Det.	4	Yes.	Sep.	Iron.	Iron.	L.	CI.	2.25	.41	Heli.	None.	CI.	6.12	150.0	1.44x4.62	Rod.	5
Twin City AI	Tractors	4-5 1/2x6 3/4	48.40	90-1500	641.4	3.5	4	Int.	4	Yes.	Int.	Iron.	Iron.	I.	CI.	1.75	.44	Heli.	None.	CI.	6.75	170.0	1.62x5.12	Rod.	4
Twin City TF	Tractors	4-6 1/4x8	62.50	66-750	981.7	3.5	4	Det.	2	No.	Sep.	Iron.	Iron.	L.	CI.	2.50	.57	Heli.	None.	CI.	7.75	290.0	1.87x5.50	Rod.	4
Twin City TA	Tractors	4-7 1/4x9	90.00	84-650	1486.0	4.0	4	Det.	1	No.	Sep.	Iron.	Iron.	L.	CI.	3.00	.69	Heli.	None.	CI.	10.00	526.0	2.19x.675	Rod.	4
Twin City BF	Tractors	4-7 3/4x9	96.10	96-650	1698.3	3.5	4	Det.	1	No.	Sep.	Iron.	Iron.	I.	CI.	3.00	.69	Heli.	None.	CI.	10.25	582.0	2.19x7.25	Rod.	4
Waukesha 7	T, Tr.	4-3 1/4x4 1/2	16.90	24-2000	149.3	4.5	3	Det.	4	No.	Int.	Iron.	PS.	L.	CI.	1.37	.25	Heli.	None.	CI.	3.69	31.2	.75x2.94	Pist.	3
Waukesha CU	T, B, Tr.	4-4 3/8x5 3/4	30.63	53-1900 42-1400	205.8	4.5 3.7	3	Det.	2	No.	Sep.	Al.	1 ron Al.	L.	Sil.	2.00	.34	Heli.	None.	Al. CI.	6.19 5.56	51.0 100.0	1.25x3.75 1.25x3.75	Pist. Pist.	6 3
Waukesha YA	T, B, Tr.	4-3 3/4x5 1/4	22.50	38-1800	231.9	4.1 4.5	3	Det.	4	Yes.	Int.	Iron.	PS.	L.	Sil.	1.62	.31	Heli.	None.	CI. Al.	4.59 4.84	47.7 35.0	1.00x3.25 1.00x3.25	Flo. Flo.	4 6
Waukesha Y	T, B, Tr.	4-4 x5 1/4	25.60	43-1800	263.9	3.9 4.5	3	Det.	4	Yes.	Int.	Iron.	PS.	L.	Sil.	1.62	.31	Heli.	None.	CI. Al.	4.59 4.84	49.0 38.7	1.00x3.50 1.00x3.50	Flo. Flo.	4 6
Waukesha FU	T, B, Tr.	4-4 x5 3/4	25.60	37-1400	289.0	3.7 4.5	3	Det.	2	No.	Sep.	Al.	Iron.	L.	Sil.	2.00	.34	Heli.	None.	CI. Al.	5.56 5.84	89.0 44.0	1.25x3.37 1.25x3.37	Pist. Pist.	3 6
Waukesha DU	T, B, Tr.	4-4 1/2x6 1/4	32.40	50-1400	397.6	3.7 4.5	3	Det.	2	No.	Sep.	Al.	Iron.	L.	Car.	2.12	.34	Heli.	None.	CI. Al.	5.87 6.09	120.0	1.37x3.87 1.37x3.87	Pist. Pist.	3 6
Waukesha EU	T, Tr.	4-5 x6 1/4	40.00	60-1400	490.8	3.7	3	Det.	2	No.	Sep.	Al.	Iron.	L.	Car.	2.12	.34	Heli.	None.	CI.	6.50	141.0	1.37x4.44	Pist.	3
Waukesha WS	Industrial	4-5 3/4x8	52.90	89-1200	795.0	3.7	4	Det.	2	No.	Sep.	Al.	Al.	L.	Car†	2.50	.44	Heli.	None.	CI.	7.50	210.0	1.62x5.25	Pist.	4
Waukesha WI	Industrial	4-6 1/4x8	62.50	105-1200	982.0	3.7	4	Det.	2	No.	Sep.	Al.	Al.	L.	Car†	2.50	.44	Heli.	None.	CI.	7.50	246.0	1.62x5.75	Pist.	4
Waukesha 6A	T & B	6-4 1/2x5 3/4	48.60	93-2000	549.0	4.2	3	Det.	2	No.	Sep.	Al.	Al.	L.	Sil.	2.00	.34	Heli.	None.	Al.	5.34	59.0	1.25x3.75	Pist.	4
W-S-Morgan C4, A4, A4R	T, B, Tr.	4-4 3/4x6	36.10	75-1500	425.3	4.0	3	Det.	4	Yes.	Int.	SS.	Iron*	I.	Sil.	2.31	.33	Heli.	Opt.	CI.	6.12	104.0	1.37x4.44	Rod.	3
Wisconsin SU	T, Tr.	4-4 x5	25.60	50-2000	251.3		3	Det.	4	No.	Int.	Iron.	PS.	I.	ChN.	1.50	.27	Heli.	None.	CI.	4.25	54.7	1.06x4.00	Pist.	3
Wisconsin TAU	C, T, B, Tr.	4-4 x6	25.60	46-1600	301.6		3	Det.	4	No.	Sep.	Al.	Al.	L.	ChN.	2.03	.31	Heli.	None.	CI.	5.37	65.0	1.19x3.62	Rod.	3
Wisconsin UAU	C, T, B, Tr.	4-4 1/4x6	28.90	51-1600	340.4		3	Det.	4	No.	Sep.	Al.	Al.	L.	ChN.	2.03	.31	Heli.	None.	CI.	5.12	75.0	1.19x3.87	Rod.	3
Wisconsin VAU	C, T, B, Tr.	4-4 1/2x6	32.40	54-1600	381.7		3	Det.	4	No.	Sep.	Al.	Al.	L.	ChN.	2.03	.31	Heli.	None.	CI.	4.94	82.0	1.19x4.12	Rod.	3
Wisconsin RAU	C, T, B, Tr.	4-4 3/4x6	36.10	61-1600	425.3		3	Det.	2	No.	Sep.	Al.	Al.	L.	ChN.	2.12	.34	Heli.	None.	CI.	6.12	99.0	1.37x4.31	Rod.	3
Wisconsin RBU	C, T, B, Tr.	4-5 x6	40.00	64-1600	471.2		3	Det.	2	No.	Sep.	Al.	Al.	L.	ChN.	2.12	.34	Heli.	None.	CI.	5.91	109.0	1.37x4.56	Rod.	3
Wisconsin M	T, B, Tr.	4-5 3/4x7	52.90	92-1350	727.1		4	Int.	2	No.	Sep.	Al.	Al.	T.	ChN.	2.81	.37	Heli.	None.	CI.	6.50	154.0	1.44x4.81	Rod.	4
Wisconsin F	T, B, Tr.	6-5 3/4x7	79.35	125-1350	1090.6		4	Int.	2	No.	Sep.	Bro.	Al.	T.	ChN.	2.81	.37	Heli.	None.	CI.	6.50	154.0	1.44x4.81	Rod.	4
Wisconsin Y	Cars & B	6-3 3/8x5	27.4	75-3000	268.0	4.8	3	Det.	6	No.	Int.	Iron.	Al.	I.	Sil.	1.50	.27	Chain.	None.	CI.	4.00	32.0	1.06x3.12	Rod.	3
Wisconsin 7	Buses	6-4 1/2x5	48.60	103-2200	477.0		3	Det.	6	No.	Int.	Iron.	Al.	I.	Sil.			Heli.	None.	CI.				Pist.	4
Yellow-Sleeve 7	Buses	4-4 x6	25.60	56-2000	301.6	4.6	3*	Det.	4	No.	Sep.	Al.	Al.	Sl.	No.	0	0	Chain.	None.	Al.	5.17	48.0	1.25x3.62	Pist.	3
Yellow-Sleeve Y	Buses	6-4 1/4x5 1/2	43.35	108-2100	468.0	4.7	3	Det.	6	No.	Sep.	Al.	Al.	Sl.	Non	0	0	Chain.	None.	Al.	5.19	52.0	1.25x3.87	Rod.	4

ABBREVIATIONS:
Accx—Accessories Drive
Al—Aluminum Alloy
ASt—Alloy Steel
B—Buses
Bro—Bronze
C—Cars
Car—Carbon Steel
Cam—Camshaft
C—Passenger Cars
Cent—Centrifugal
Ch N—Chrome Nickel Steel
Chr—Chromium Steel
CI—Cast Iron
Det—Detachable
Dur—Duralumin
Ecc—Eccentric
Fl Pr—Full Pressure to all bearings including wrist pins
Flo—Floating
Heli—Helical
I—Both valves in head
H—Valves horizontal in head
Int—Integral
L—Valves at side

Less Friction in Warm Engines

IN the annual report of the National Physical Laboratory (the Government testing station representing the nearest counterpart in England of the American Bureau of standards) some details are given of a series of tests of lubricant. It is stated that:

"A third series of tests has been made upon heavy oils for working at high pressure, speed and temperature. Thirteen oils have been examined; two or three of them have been successful in running at a pressure of 1,000 lb. per sq. in. at a temperature of 180 deg. C. (= 356 deg. Fahr.), while one has run at this load at 200 deg. C. (= 392 deg. Fahr.) without seizure.

"Most of the oils are of the type used in motorcar engines, and the tests show the reason for the great improvement in efficiency of small engines when thoroughly warm. The reduction in friction between 50 deg. and 100. deg. C. amounts to from 50 to 70 per cent, that is to say, the frictional loss in engine bearings is less than one-half, if the oil is kept at about the boiling point of water. It is, therefore, clear that it is possible to over-cool the oil supply so that such engines can never give their best performance."

Specifications (Continued)

CONNECTING RODS			CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		GOVERNOR			MISCELLANEOUS							MAKE AND MODEL
Material	Center to Center Length (Ins.)	Weight (With Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counter Balances Used?	Crank Pin Diameter and Length (Ins.)	Main Bearings Number	Main Bearings Diameter and Length (Ins.) Front	Main Bearings Diameter and Length (Ins.) Rear	Type of System	Pump Type	Type	Pump Type	Equipment	Type	Maximum Governed Speed (R.P.M.)	Speed at Which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene	Overall Dimensions (Ins.) Width	Overall Dimensions (Ins.) Height	Overall Dimensions (Ins.) Length	Ball Housing Provided? S.A.E. Numbers	
ASt...	.....	.....	ASt...	None...	Yes...	.....	2	.....	.....	Splash...	Ecc...	ThS....	None..	NP...	None .	None..	2000	82	No...	18	23½	16	5	Mar Tan.....MAL
Car...	7.50	25.0	Car...	None....	No....	1.44x1.75	2	1.44x2.75	1.44x2.38	SpPr....	Pist...	Pump...	Gear..	Opt...	None..	None..	.....	250	Yes...	11	18¾	37¾		Niagara.....
Car...	11.00	58.0	Car...	None....	No....	2.00x2.25	3	2.12x2.94	2.25x2.72	FlPr....	Gear..	Pump...	Cent..	Stk...	Cent..	1700	1000	632	No...	24¾	34⅜	44⅞	Opt...	Northway.....80
Car...	11.00	81.0	Car...	None....	No....	2.12x2.25	3	2.12x2.75	2.25x3.41	FlPr....	Gear..	Pump...	Cent..	Stk...	Cent..	1500	1000	733	No...	24¾	35¾	51⅛	Opt...	Northway.....84
Car...	12.00	100.0	Car...	None....	No....	2.37x2.87	3	2.25x3.69	2.37x3.81	FlPr....	Gear..	Pump...	Cent..	Stk...	Cent..	1260	1100	892	No...	23⅜	38⅛	45¾	Opt...	Northway.....88
Car...	.....	.....	ASt...	None....	No....	3.00x3.00	2	3.00x5.00	3.00x5.00	FlPr....	Ecc...	Pump...	Cent..	Stk...	Cent..	600	600	1000	Yes...	.....	.....	.....		Reliable.....10-20
Car...	12.00	64.0	Car...	.75	Yes...	2.31x2.50	2	2.31x4.00	2.31x4.31	PrCs....	Gear..	Pump...	Cent..	NP...	None..	None.	1400	510	No...	26	35	14¼	3	Rochester.....G1
Car...	10.00	44.0	Car...	None....	No....	2.25x1.87	3	2.25x2.50	2.25x3.25	PrCs....	Gear..	Pump...	Cent..	NP...	None..	None.	1600	540	No...	24¼	32⅝	52	3	Rochester.....XL-1100
Car...	10.00	44.0	Car...	None....	No....	2.25x1.87	3	2.25x2.50	2.25x3.25	Pr°s....	Gear..	Pump...	Cent..	NP...	None..	None.	1200	560	No...	24¼	31½	52	3	Rochester.....1001
Car...	9.56	45.0	Car...	None....	No....	2.00x1.87	3	2.00x2.75	2.00x3.12	SpPr....	Pist...	Pump...	Vane..	NP...	None..	None.	800	545	No...	26	36	45	3	Rutenber.....25
Dur...	12.50	112.0	Car...	.50	No....	2.50x3.25	3	2.50x3.18	2.50x4.00	FlPr....	Gear..	Pump...	Cent..	Opt...	Cent..	1200	900	950	Yes...	23	38⅝	46⅜	3, 2	Stearns.....HU & H
Dur...	13.25	152.0	Car...	.50	No....	2.75x3.50	3	2.87x3.43	2.87x4.48	FlPr....	Gear..	Pump...	Cent..	Opt...	Cent..	1200	950	1400	Yes...	23	42⅜	49⅝	2	Stearns.....AU & A
Dur...	13.25	152.0	Car...	.50	No....	2.75x3.50	3	2.87x3.43	2.87x4.48	FlPr....	Gear..	Pump...	Cent..	Opt...	Cent..	1200	950	1450	Yes...	23	42¾	50	1, 2	Stearns.....DU & D
Dur...	13.25	152.0	Car...	.50	No....	2.75x3.50	3	2.87x3.43	2.87x4.48	FlPr....	Gear..	Pump...	Cent..	Opt...	Cent..	1200	1000	1400	Yes...	23	42¾	50	1, 2	Stearns.....DR
Dur...	12.50	112.0	Car...	.50	No....	2.50x3.20	3	2.50x3.18	2.50x4.00	FlPr....	Gear..	Pump...	Cent..	Opt...	Cent..	1200	1000	900	Yes...	23	38⅝	46⅜	2, 3	Stearns.....HR
Dur...	13.25	152.0	Car...	.50	No....	2.70x3.50	3	2.80x3.43	2.80x4.48	FlPr....	Gear..	Pump...	Cent..	Opt...	Cent..	1500	1000	1350	Yes...	23	42⅜	49⅝	1, 2	Stearns.....AR
Dur...	13.25	152.0	Car...	None....	No....	2.70x3.50	4	2.80x4.4	2.80x4.48	FlPr....	Gear..	Pump...	Gear..	Opt...	Cent..	1200	875	1 00	Yes...	25½	34½	70	1	Stearns.....D6 & DU6
Dur...	13.25	152.0	Car...	None....	No....	2.70x3.50	4	2.80x4.48	2.80x4.48	FlPr....	Gear..	Pump...	Gear..	Opt...	Cent..	1200	900	1825	Yes...	25½	34½	70	1	Stearns.....DR6
Dur...	13.25	152.0	Car...	None....	No....	2.70x3.50	4	2.80x4.48	2.80x4.48	FlPr....	Gear..	Pump...	Gear..	Opt...	Cent..	1200	850	1950	Yes...	25½	34½	70	1	Stearns.....E6 & EU6
Dur...	13.25	152.0	Car...	None....	No....	2.70x3.50	4	2.80x4.48	2.80x4.48	FlPr....	Gear..	Pump...	Gear..	Opt...	Cent..	1200	875	1875	Yes...	25½	34½	70	1	Stearns.....ER6
Car...	10.00	44.0	Car...	None....	No....	2.00x2.00	2	BxB.....	BxB.....	Splash..	Pump.	ThS.....	None..	Stk...	Cent..	Opt...	1400	300	No...	24	28	27⅝	4•	Turmo.....N
Car...	10.00	44.5	Car...	None....	No....	2.00x2.00	3	1.87x3.12	2.00x3.25	FlPr....	Gear..	ThS.....	None..	Stk...	Cent..	Opt...	1600	465	No...	24	28	35	3•	Turmo.....S
Car...	10.00	44.7	Car...	None....	No....	2.00x2.00	3	1.94x3.12	2.06x3.25	FlPr....	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	1400	475	No...	24½	28	35	3•	Turmo.....H
Car...	12.00	112.0	Car...	None....	Yes...	2.37x2.87	3	2.37x3.06	2.75x4.00	PrCs....	Gear..	Pump...	Cent..	Stk...	Cent..	1500	1000	1040	Yes...	28	42¾	40⅝	2	Twin City.....TW
Car...	16.00	155.0	Car...	None....	No....	2.62x2.62	3	2.62x5.50	2.62x5.50	SpPr....	Gear..	Pump...	Cent..	Stk...	Cent..	650	500	1690	Yes...	24½	36¾	48	None.	Twin City.....TL
Car...	14.00	248.0	Car...	None....	Yes...	3.00x3.62	3	2.87x3.75	3.12x5.75	PrCs....	Gear..	Pump...	Cent..	Stk...	Cent..	1200	600	1900	Yes...	33½	51½	52¾	None.	Twin City.....AE
Car...	18.00	317.0	Car...	None....	No....	3.00x3.44	3	3.00x6.00	3.00x6.44	PrCs....	Pist...	Pump...	Cent..	Stk...	Cent..	750	500	2200	Yes...	34⅞	52¼	55⅝	None.	Twin City.....TR
Car...	20.50	604.0	Car...	None....	No....	3.50x4.37	5	3.50x6.19	3.50x.69	PrCs....	Pist...	Pump...	Cent..	Stk...	Cent..	650	400	3800	Yes...	39	68¾	69	None.	Twin City.....TA
Car...	20.50	592.0	Car...	None....	No....	3.50x4.37	5	3.50x6.19	3.50x.69	PrCs....	Pist...	Pump...	Cent..	Stk...	Cent..	650	350	3900	Yes...	39	68¾	69	None.	Twin City.....BE
Car...	8.75	36.7	Car...	.25	No....	2.00x1.50	3	2.00x1.87	2.00x2.50	PrCs....	Gear..	ThS.....	None..	Opt...	Cent..	200	1000	375	Yes...	60¾	28	45⅛	5	Waukesha.....Z
Car...	12.25	116.5	ASt...	.25	No....	2.37x2.50	3	2.37x2.50	2.50x3.25	PrCs....	Gear..	Pump...	Vane..	Opt...	Cent..	1600 / 1400 / 650	800	840	Yes...	30½	38¾	55½	1, 2	Waukesha.....CU
Car...	11.25	72.0	Car...	None....	No....	2.12x2.00	3	2.12x2.00	2.37x2.75	PrCs....	Gear..	ThS*....	Cent..	Opt...	Cent..	1500 / 1600	1000	650	Yes...	25¾	32⅛	37⅝	3	Waukesha.....YA
Car...	11.25	72.0	Car...	None....	No....	2.12x2.00	3	2.12x2.00	2.37x2.75	PrCs....	Gear..	ThS*....	Cent..	Opt...	Cent..	1500 / 1600	1000	650	Yes...	25¾	33⅞	37⅝	3	Waukesha.....Y
Car...	12.25	116.5	ASt...	.25	No....	2.37x2.50	3	2.37x2.50	2.50x3.25	PrCs....	Gear..	Pump...	Vane..	Stk...	Cent..	1400 / 1600	1000 / 800	825 / 910	Yes...	30½	38¾	55½	1, 2	Waukesha.....FU
Car...	13.25	122.0	ASt...	.25	No....	2.37x2.75	3	2.37x2.75	2.50x3.50	PrCs....	Gear..	Pump...	Vane..	Stk...	Cent..	1200 / 1400	650 / 800	1000 / 1000	Yes...	30½	40½	58	1, 2	Waukesha.....DU
Car...	13.25	140.0	ASt...	.50	No....	2.37x3.25	3	2.37x3.25	2.50x4.00	PrCs....	Gear..	Pump...	Vane..	Stk...	Cent..	1200	650	1050	Yes...	30½	40½	62	1, 2	Waukesha.....EU
Car...	18.00	232.5	ASt...	1.00	No....	3.25x2.75	5	3.75x3.75	3.75x5.50	PrCs....	Gear..	Pump...	Vane..	Stk...	Cent..	1000	500	1900	Yes...	30⅛	51¾	59½	Opt...	Waukesha.....WS
Car...	18.00	232.5	ASt...	1.00	No....	3.25x2.75	5	3.75x3.75	3.75x5.50	PrCs....	Gear..	Pump...	Vane..	Stk...	Cent..	1000	500	1980	Yes...	30⅛	51¾	59½	Opt...	Waukesha.....WL
Car...	12.25	116.0	ASt...	None....	No....	2.37x2.50	4	3.00x2.62	3.00x3.50	Pr°s....	Gear..	Pump...	Vane..	Opt...	Cent..	1800	500	1050	No....	25¾	40¾	69⅝	Opt...	Waukesha.....6A
Car...	3.25	140.0	ASt...	None....	Opt...	2.37x2.69	3	2.50x2.87	2.50x2.69	FlPr....	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	1000	1250	Yes...	25¾	40¼	48½	2	W-S-Morgan C4, A4, A4R
ASt...	10.50	56.0	ASt...	None....	.....	2.00x2.00	3	1.94x2.50	2.06x3.00	PrCs....	Gear..	Pump...	Cent..	Opt...	None..	None..	1000	635	No....	22	34¼	35⅞	3	Wisconsin.....SU
Car...	12.00	99.0	ASt...	None....	No....	2.00x3.00	4	2.00x2.50	2.00x3.50	PrCs....	Gear..	Pump...	Cent..	Opt...	None..	None..	.....	700	No....	21½	34⅜	46½	3	Wisconsin.....TAU
Car...	12.00	99.0	ASt...	None....	No....	2.00x3.00	4	2.00x2.50	2.00x3.50	PrCs....	Gear..	Pump...	Cent..	Opt...	None..	None..	.....	715	No....	21½	34⅜	46½	3	Wisconsin.....UAU
Car...	12.00	99.0	ASt...	None....	No....	2.00x3.00	4	2.00x2.50	2.00x3.50	PrCs....	Gear..	Pump...	Cent..	Opt...	None..	None..	.....	725	No....	21½	34⅜	26½	3	Wisconsin.....VAU
Car...	12.50	121.0	ASt...	.....	No....	2.25x3.00	3	2.25x3.00	2.37x4.00	PrCs....	Gear..	Pump...	Cent..	Opt...	None..	None..	.....	890	No....	23⅞	36½	48¾	3	Wisconsin.....RAU
Car...	12.50	121.0	ASt...	None....	No....	2.25x3.00	3	2.25x3.00	2.37x4.00	PrCs....	Gear..	Pump...	Cent..	Opt...	None..	None..	.....	900	No....	23⅞	36¼	48¾	3	Wisconsin.....RBU
Car...	14.00	144.0	ASt...	None....	No....	2.37x3.50	3	2.37x4.00	2.37x6.00	PrCs....	Gear..	Pump...	Cent..	Opt...	None..	None..	.....	900	No....	28½	27¾	51¾	No....	Wisconsin.....M
Car...	14.00	144.0	Car...	None....	No....	2.62x3.50	4	2.62x3.87	2.62x5.75	PrCs....	Gear..	Pump...	Cent..	Opt...	None..	None..	.....	1700	No....	28½	40	70⅞	No....	Wisconsin.....P
ASt...	12.00	59.0	ASt...	None....	Yes...	2.50x1.50	3	2.50x2.34	2.50x2.75	PrCs....	Gear..	Pump...	Acex..	NP...	None .	None.	900	790	No....	25¾	36	41⅞	3	Wisconsin.....Y
ASt...	10.50	.....	ASt...	None....	No....	2.75x2.50	4	2.75x3.00	2.75x3.00	PrCs....	Gear..	Pump...	Acex..	Opt...	Opt...	.....	.....	950	No....	.....	.....	.....	.....	Wisconsin.....Z
Car...	13.37	92.0	Car...	.31	Yes...	2.37x2.37	3	3.00x2.50	3.00x3.94	PrCs....	Gear..	ThS.....	None..	Stk...	Cent..	2000	.....	994	No....	32¼	38	64⅛	Opt...	Yellow-Sleeve.....Z
Car...	12.12	91.0	Car...	None....	No....	2.50x2.37	7	2.75x2.37	2.75x3.25	FlPr....	Gear..	Pump...	Acex..	Stk...	Cent..	2000	800	1000	No....	28	43	52	2	Yellow-Sleeve.....Y

Mag—Magnesium
NP—No provision
Opt—Optional
Pist—Piston
PrCs—Pressure to all crankshaft and connecting rod bearings, splash to other parts

PS—Pressed Steel
Rail C—Rail Cars
Sep—Separate
Sil—Silcrome Steel
Sl—Sleeve
Spec—Special
SS—Semi Steel

SpPr—Pressure to main crank shaft bearings only, splash to connecting rods and other parts
St—Steel
Stk—Standard Equipment
T—Trucks
Th—Valves opposite

ThS—Thermos-siphon
Tr—Tractors
Tun—Tungsten
•—Optional
†—Inlet valve only
‡—Pressure to all main crankshaft and camshaft bearings

Awards for British War Inventions

In a recent report of a Commission on Awards to inventors for war inventions, details are given of ninety-six cases dealt with by the commission and 204 claims considered by the investigating committee, besides twenty-four cases considered by a joint commission including representatives of the United States in connection with British inventions which were used by the American Government during the war. The largest award appears to have been made to the Aircraft Manufacturing Co., which had already received £200,000 from the British Government for the Gnome 80 hp. and Le Rhone engines, and together with others now receives an additional £74,000 for the same engines. For the Gnome "monosoupape" engine it is awarded £75,000 and for the De Haviland airplanes, £35,000. In addition the Anglo-American Commission awarded it £65,000 for the use of De Haviland designs by the American Government. Constantinesco and Haddon were awarded £70,000 by the British Commission for the C. C. gun synchronizer, and £15,000 by the Joint Commission. The Bristol Aeroplane Co. received £50,000 for the Bristol Fighter from the British Commission and £2,500 from the Joint Commission; the Sopwith Aviation Co. £40,000, and A. V. Roe & Co., Ltd., a like amount.

American Stock Rear

MAKE AND MODEL	Designed for	Maximum Load on Spring Pads (Lbs.)	Maximum Drive Shaft Torque (Lb. Ft.)	Type	Final Drive	GEAR MATERIALS (S.A.E. Nos.) First Reduction Pinion	First Reduction Gear	Final Reduction Pinion	Final Reduction Gear	GEAR RATIO First Reduction Standard	First Reduction Optional	Final Reduction Optional	Final Reduction Standard	Final Reduction Optional	NOMINAL PITCH OF GEARS First Reduction	Final Reduction	FACE OF GEARS First Reduction	Final Reduction	AXLE SHAFT Diameter at Differential End (Ins.)	Diameter at Wheel End (Ins.)	Material S.A.E. No.	RANGE OF SPRING CENTERS Maximum	Minimum	Propulsion Taken By	Torque Taken By	Provision for Radius Rods?
Atlas	LC8	T & Bu.	8000	Var.	F F.	I G.	2315	2320	2315	2315	1.55	1.33	None.	6.60	5.60	3.40	4-5	1.25	1.75	1.49	1.49	3340	51	47	Sp.	Sp.	Yes.
Atlas	LC12	T & Bu.	12000	Var.	F F.	I G.	2315	2320	2315	2315	1.55	1.33	None.	7.10	6.10	3.40	4-5	1.25	1.75	1.50	1.50	3340	53	49	Sp.	Sp.	Yes.
Clark	B-307	Trucks.	3000	500	½ F.	S B.	2315	2315	None.	None.	5.66	5.10	None.	None.	None.	4.25	None.	1.25	None.	1.50	1.12	3140	40	38½	Sp.	Sp.	No.
Clark	1D	Trucks.	4200	524	F F.	I G.	Car.	Car.	2320	1020	1.85	2.06	1.95	6.83	7.59	5.00	4.00	1.00	1.12	1.12	....	3140	39	38	Sp.	Sp.	No.
Clark	B-451	Trucks.	4500	516	½ F.	S B.	2315	2315	None.	None.	6.28	5.50	5.00	None.	None.	3.48	None.	1.31	None.	1.62	2.12	3140	40	38½	Sp.	Sp.	No.
Clark	2-H	Trucks.	6500	833	F F.	I G.	Car.	Car.	2320	2320	2.17	.....	5 00	9.00	.....	4.00	4.00	1.25	1.50	1.50	....	3140	39½	39½	T A.	T A.	Yes.
Clark	2-D	Trucks.	6500	833	F F.	I G.	Car.	Car.	2320	1020	1.95	2.17	None .	8.00	9.00	4.00	4.00	1.25	1.62	1.50	....	3140	39	38½	Sp.	Sp.	No.
Clark	B-650	Trucks.	7200	833	½ F.	S B.	2320	2320	None.	None.	7.00	8.00	None.	None.	None.	3.33	None.	1.75	None.*	2.06	2.62	3140	39½	38½	Sp.	Sp.	No.
Clark	2-D	Buses.	8000	833	F F.	I G.	Car.	Car.	2320	1020	1.69	1.95	None .	7.00	8.00	4.00	4.00	1.25	1.50	1.50	....	3140	50⅝	43	Sp.	Sp.	No.
Clark	3-D	Buses.	11000	1416	F F.	I G.	2315	2315	2320	2320	1.69	1.95	None .	7.00	8.00	4.00	4.00	1.25	1.50	1.50	....	3140	50⅛	47½	Sp.	Sp.	No.
Clark	5-H	Trucks.	15000	1416	F F.	I G.	2315	2315	2320	2320	2.79	None.	None.	11.60	None.	4.00	4.00	1.25	1.62	1.62	....	3140	43½	43½	Sp.	Sp.	Yes.
Clark	3-D	Trucks.	11000	1416	F F.	I G.	2315	2315	2320	2320	2.44	2.79	None.	10.00	None.	4.00	4.00	1.25	1.62	1.50	....	3140	42½	40	Sp.	Sp.	No.
Clark	3-H	Trucks.	11000	1416	F F.	I G.	2315	2315	2320	2320	2.44	2.79	None.	10.00	11.00	4.00	4.00	1.25	1.62	1.62	....	3140	43½	43½	Sp.	Sp.	Yes.
Clark	5-D	Trucks.	18000	2083	F F.	I G.	2315	2315	2320	2320	2.44	2.17	None.	12.50	11.17	4.00	4.00	1.25	2.00	1.75	....	3140	42½	40	Sp.	Sp.	No.
Clark	B-501	Trucks.	5000	510	½ F.	S B.	2315	2315	None.	None.	6.28	5.50	None.	None.	None.	3.48	None.	1.31	None.	1.62	2.25	3140	40	38½	Sp.	Sp.	No.
Clark	B-366	Trucks.	3600	500	½ F.	S B.	2315	2315	None.	None.	5.66	5.10	None.	None.	None.	4.25	None.	1.25	None.	1.50	1.87	3140	40	38½	Sp.	Sp.	No.
Columbia	12000	Cars.	2000	Var.	½ F.	S B.	2320	1020	None.	None.	5.10	None.	None.	None.	None.	5.00	None.	1.31	None.	1.25	1.56	2335	40	37	Sp.	Sp.	No.
Columbia	33000	Cars.	2500	Var.	½ F.	S B.	2320	1020	None.	None.	4.90	None.	None.	None.	None.	4.40	None.	1.31	None.	1.31	1.75	2335	40	37	Sp.	Sp.	No.
Columbia	53000	Trucks.	4200	Var.	¾ F.	S B.	2320	2320	None.	None.	5.10	5.80	None.	None.	None.	3.40	None.	1.50	None.	1.56	1.43	2335	40	37	Sp.	Sp.	No.
Eaton (Torb)	7500	Trucks.	2700	400	F F.	I G.	2315	2315	2315	1050	1.83	1.57	2.33	3.43	.....	5.00	5½-7	.87	1.00	1.00	1.18	3140	40¼	37½	Sp.	Sp.	No.
Eaton (Torb)	10000	Trucks.	4200	560	F F.	I G.	2315	2315	2315	1050	2.00	1.79	1.57	4.00	.....	4.50	5½-7	1.00	1.12	1.12	1.18	3140	39¼	37½	Sp.	Sp.	No.
Eaton (Torb)	15000	Trucks.	5400	680	F F.	I G.	2315	2315	2315	1050	1.89	1.52	2.10	4.00	.....	4.50	5-6	1.25	1.25	1.25	1.37	3140	40	36½	Sp.	Sp.	No.
Eaton (Torb)	C-3	Trucks.	7000	800	F F.	I G.	2315	2315	2315	1050	1.78	2.00	2.20	4.50	.....	4.00	5½-5	1.12	1.37	1.25	1.37	3140	39	37¾	Sp.	Sp.	No.
Eaton (Torb)	25000	Trucks.	7500	840	F F.	I G.	2315	2315	2315	1050	1.95	1.70	2.17	4.30	.....	4.50	4½-5	1.31	1.62	1.25	1.57	3140	40¼	36⅜	Sp.	Sp.	No.
Eaton (Torb)	E3	Trucks.	11000	1330	F F.	I G.	2315	2315	2315	1050	2.11	1.84	2.40	4.84	.....	4.00	4-5	1.37	1.81	1.50	1.96	3140	44	39	Sp.	Sp.	No.
Eaton	41HB	Cars.	Var.	530	½ F.	S B.	2320	2320	None.	None.	4.63	4.45	5.0	None.	None.	4.50	None.	1.25	None.	1.37	1.75	3140	41	37	Sp.	S-A.	No.
Eaton	60,000	Trucks.	12000	1830	F F.	D R.	2315	2315	Spec.	Spec.	2.11	1.68	None.	2.67	None.	3.90	4.33	1.25	3.50	2.25	2.00	Mol.	50	Var.	Sp.	Sp.	No.
Eaton	40,000	Trucks.	8000	1360	F F.	D R.	2315	2315	Spec.	Spec.	2.22	None.	None.	2.70	None.	4.50	4.50	1.37	3.00	2.00	1.75	Mol.	50	Var.	Sp.	Sp.	No.
Eaton	500-R	Trucks.	2400	330	½ F.	S B.	2315	2315	None.	None.	4.90	None.	None.	None.	None.	4.78	None.	1.25	None.	1.25	1.57	Mol.	39½	Var.	Sp.	Sp.	No.
Eaton	1002	Trucks.	4000	460	½ F.	S B.	2315	2315	None.	None.	5.30	5.66	None.	None.	None.	4.25	None.	1.25	None.	1.50	2.00	Mol.	40	Var.	Sp.	Sp.	No.
Eaton	36HB	Cars.	Var.	530	½ F.	S B.	Spec	2320	None.	None.	4.90	4.40	None.	None.	None.	4.50	None.	1.25	None.	1.37	1.75	3140	41	37	Sp.	S-A.	No.
Eaton	37HB	Cars.	Var.	500	½ F.	S B.	2320	2320	None.	None.	4.60	4.40	5.3	None.	None.	4.70	None.	1.25	None.	1.37	1.75	3140	41	37	Sp.	S-A.	No.
Eaton	1502	Trucks.	5500	675	½ F.	S B.	2315	2315	None.	None.	5.66	None.	None.	None.	None.	....	None.	1.25	None.	1.37	2.00	Mol.	40	Var.	Sp.	Sp.	No.
Eaton	1500-R	Trucks.	5500	Var.	½ F.	S B.	2315	2315	None.	None.	5.62	5.12	6.14	None.	None.	....	None.	....	None.	1.50	2.00	3140	40½	37½	Sp.	Sp.	Yes.
Flint	90-BA-10	Buses.	6000	155	½ F.	S B.	Spec	Spec	None.	None.	5.33	6.30	None.	None.	None.	3.50	None.	1.75	None.	1.75	2.18	3135	38½	36	Sp.	S-A.	No.
Flint	70-BA-10	T & Bu.	4000	1450	F F.	S B.	2320	3115	None.	None.	4.90	5.50	6.00	None.	None.	4.00	None.	1.37	None.	1.50	1.50	3135	39½	36	S-A.	S-A.	No.
Huck	25	Trucks.	8000	Var.	F F.	D R.	2315	2320	Spec.	Spec.	1.79	2.05	2.27	7.36	9.31	4.00	6-8	1.25	1.25	1.87	1.75	Spec	40	39	Sp.	Sp.	No.
Huck	50	Trucks.	13000	Var.	F F.	D R.	2315	2320	Spec.	Spec.	2.11	2.38	3.07	9.28	13.50	3.50	5-7	1.50	1.50	2.24	2.09	Spec	46	43	Sp.	Sp.	No.
Huck	85	Buses.	10000	Var.	F F.	D R.	2315	2320	Spec.	Spec.	1.39	1.62	1.79	5.72	7.36	4.00	6-8	1.25	1.25	1.87	1.75	Spec	53	47	Sp.	Sp.	No.
Huck	95	Buses.	15000	Var.	F F.	D R.	2315	2315	Spec.	Spec.	1.19	1.54	None.	4.48	5.78	4.00	6-8	1.50	1.75	2.24	....	Spec	50	46	Sp.	Sp.	No.
Salisbury	A	Cars.	2400	Var.	¾ F.	S B.	2320	2320	None.	None.	4.75	5.00	4.50.	None.	None.	4.43	None.	1.37	None.	1.37	1.37	3140	41⅜	36½	S-A.	S-A.	No.
Salisbury	H	Cars.	2300	Var.	½ F.	S B.	2320	2320	None.	None.	4.45	4.81	None.	None.	None.	4.80	None.	1.12	None.	1.22	1.56	3140	42¾	39	Sp.	Sp.	No.
Salisbury	C	Cars.	2100	Var.	½ F.	S B.	2320	2320	None.	None.	4.75	5.00	None.	None.	None.	4.68	None.	1.18	None.	1.25	1.50	3140	41⅜	36½	Sp.	Sp.	No.
Salisbury	D	Trucks.	4000	140	¾ F.	S B.	2320	2320	None.	None.	5.85	None.	None.	None.	None.	3.40	None.	1.50	None.	1.50	1.50	3140	41½	38	Sp.	Sp.	No.
Salisbury	G	Cars.	1100	Var.	½ F.	S B.	2320	2320	None.	None.	5.00	4.75	None.	None.	None.	5.65	None.	1.00	None.	1.12	1.37	3140	41½	37	S-T.	Sp.	Yes.
Salisbury	I	Cars.	3350	Var.	½ F.	S B.	2320	2320	None.	None.	4.81	None.	None.	None.	None.	4.60	None.	1.25	None.	1.39	1.75	3140	41	38	Sp.	Sp.	No.
Sheldon	F13	Buses.	3650	Var.	½ F.	Wo.	Spec	Bro.	None.	None.	.....	.....	.....	.....	None.	....	None.	....	None.	1.50	2.37	2340	40	37½	Sp.	Sp.	No.
Sheldon	W500	Trucks.	.....	Var.	½ F.	Wo.	Spec	Bro.	None.	None.	5.50	14.67	.....	None.	None.	....	None.	....	None.	1.37	1.57	2340	42	35	Sp.	Sp.	No.
Sheldon	W1002	Trucks.	2670	Var.	½ F.	Wo.	Spec	Bro.	None.	None.	5.20	7.75	9.67	None.	None.	....	None.	....	None.	1.37	1.96	2340	40	38	Sp.	Sp.	No.
Sheldon	W1501	Trucks.	3650	Var.	½ F.	Wo.	Spec	Bro.	None.	None.	5.50	6.50	8.75	None.	None.	....	None.	....	None.	1.50	2.17	2340	39	35	Sp.	Sp.	No.
Sheldon	W103	Trucks.	5500	Var.	½ F.	Wo.	Spec	Bro.	None.	None.	5.50	7.75	10.67	None.	None.	....	None.	....	None.	1.68	2.37	2340	41¼	32	Sp.	Sp.	No.
Sheldon	W21	Trucks.	6260	Var.	½ F.	Wo.	Spec	Bro.	None.	None.	5.67	8.75	9.50	None.	None.	....	None.	....	None.	1.87	2.75	2340	41	32	Sp.	Sp.	No.
Sheldon	W31	Trucks.	12500	Var.	½ F.	Wo.	Spec	Bro.	None.	None.	8.75	11.75	13.00	None.	None.	....	None.	....	None.	2.25	3.34	Spec	44	38	Sp.	Sp.	No.
Sheldon	W51	Trucks.	14600	Var.	½ F.	Wo.	Spec	Bro.	None.	None.	8.75	10.25	13.00	None.	None.	....	None.	....	None.	2.43	3.75	2340	46	43	Sp.	Sp.	No.
Timken	5214	Cars.	2550	Var.	½ F.	S B.	6115	6115	None.	None.	4.31	4.67	5.09	None.	None.	5.00	None.	1.25	None.	1.37	1.50	3240	41	38	Sp.	Opt.	No.
Timken	5323	Cars.	3200	Var.	½ F.	S B.	6115	6115	None.	None.	4.08	4.22	4.90	None.	None.	5.00	None.	1.43	None.	1.37	1.75	3240	40	38	Sp.	Opt.	.....
Timken	5716	Cars.	4000	Var.	F F.	S B.	6115	6115	None.	None.	3.77	4.08	4.58	None.	None.	4.50	None.	1.50	None.	1.62	1.62	3240	39	38	Sp.	T A.	.....
Timken	6258	Trucks.	5500	Var.	½ F.	Wo.	3120	Bro.	None.	None.	5.00	6.25	7.75	None.	None.	Spe.	None.	Spe.	None.	1.62	2.12	3240	39	39	Sp.	Sp.	Yes.
Timken	6462	Trucks.	7000	Var.	½ F.	Wo.	3120	Bro.	None.	None.	5.00	7.25	9.25	None.	None.	Spe.	None.	Spe.	None.	1.90	2.62	3240	39½	38½	Opt.	Opt.	Yes.
Timken	6566	Trucks.	10000	Var.	F F.	Wo.	3120	Bro.	None.	None.	5.40	7.25	9.25	None.	None.	Spe.	None.	Spe.	None.	1.90	1.90	3240	39½	38½	Opt.	Opt.	Yes.
Timken	6666	Trucks.	14000	Var.	F F.	Wo.	3120	Bro.	None.	None.	6.40	8.75	10.33	None.	None.	Spe.	Nonp.	Spe.	None.	2.25	2.25	3240	44¾	44¾	Opt.	Opt.	Yes.
Timken	6760	Trucks.	17000	Var.	F F.	Wo.	3120	Bro.	None.	None	8.80	10.25	11.67	None.	None.	Spe.	None.	Spe.	None.	2.62	2.62	3240	46	46	Opt.	Opt.	Yes.
Timken	5518	T & Bu.	5000	Var.	½ F.	S B.	6115	6115	None.	None.	5.50	6.10	4.31	None.	None.	4.00	None.	1.50	None.	1.56	2.37	3240	39	39	Sp.	Sp.	No.
Timken	5620	T & Bu.	5500	Var.	½ F.	S B.	6115	6115	None.	None.	5.50	6.10	4.91	None.	None.	3.50	None.	1.75	None.	1.75	2.37	3240	39	39	Sp.	Sp.	No.
Timken	6518	Bus.	10000	Var.	F F.	Wo.	3120	Bro.	None.	None.	4.80	5.40	6.80	None.	None.	Spe.	None.	Spe.	None.	1.90	1.90	3240	50	49	Opt.	Opt.	Yes.
Timken	6521	Bus.	14000	Var.	F F.	Wo.	3120	Bro.	None.	None.	4.80	5.40	6.80	None.	None.	Spe.	None.	Spe.	None.	2.25	2.25	3240	50	49	Opt.	Opt.	Yes.
Timken	6420	Bus.	7500	Var.	F F.	Wo.	3120	Bro.	None.	None.	5.00	6.00	7.00	None.	None.	Spe.	None.	Spe.	None.	1.90	1.90	3240	50	49	Opt.	Opt.	Yes.
U. S.	10000	Cars.	2600	150	½ F.	S B.	2315	2315	None.	None.	4.38	4.80	None.	None.	None.	5.00	None.	....	None.	1.25	1.56	Spec	40	30	Opt.	Opt.	No.
Vig-Tor	305	C & T.	2100	100	½ F.	S B.	2315	1020	None.	None.	4.90	3.77	5.45	None.	None.	5.00	None.	1.25	None.	1.12	1.56	3140	40½	37½	S-A.	S-A.	Opt.
Vig-Tor	307	C & T.	3000	120	½ F.	S B.	2315	2315	None.	None.	4.45	3.77	6.13	None.	None.	4.25	None.	1.31	None.	1.37	1.75	3140	40½	37	S-A.	S-A.	Opt.
Vig-Tor	425	T & Bu.	9000	200	F F.	I G.	2315	2315	2315	1020	1.00	None.	None.	9.41	5.40	3.50	5-7	1.00	1.75	1.37	1.37	3140	{40 / 52	{37 / 39	{Sp. / T A.	{Sp. / T A.	Opt.
Vulcan	3-R	Trucks.	6000	5000	F F.	Wo.	3120	Bro.	None.	None.	7.75	6.50	8.67	None.	None.	1.12	None.	Spec	2.50	1.75	1.75	3135	39	37	S-R.	Sp.	Yes.
Vulcan	4-R	Trucks.	7500	8000	F F.	Wo.	3120	Bro.	None.	None.	7.75	6.80	8.50	None.	None.	1.25	None.	Spec	2.50	2.00	2.00	3135	39	37	S-R.	Sp.	Yes.
Wisconsin	1000-B	Trucks.	16000	Var.	½ F.	Wo.	Spec	Spec	None.	None.	1033	11.75	.....	None.	None.	Spec	None.	Spec	None.	.....	.....	.....	40¾	48	Sp.	Sp.	No.
Wisconsin	800-GC	Trucks.	4000	Var.	½ F.	Wo.	Spec	Spec	None.	None.	6.70	7.75	8.60	None.	None.	Spec	None.	Spec	None.	1.62	2.31	3140	40	38	Sp.	Sp.	No.
Wisconsin	800-HA	Trucks.	5500	Var.	½ F.	Wo.	Spec	Spec	None.	None.	7.25	6.25	9.33	None.	None.	Spec	None.	Spec	None.	1.75	2.56	3140	40	38	Sp.	Sp.	No.
Wisconsin	800-J-JC	Trucks.	8000	Var.	½ F.	Wo.	Spec	Spec	None.	None.	7.75	8.66	9.66	None.	None.	Spec	None.	Spec	None.	2.00	2.68	3140	40	38	Sp.	Sp.	No.
Wisconsin	41	T & Bu.	4000	Var.	½ F.	D R.	2315	2315	2315	2315	2.30	2.00	None.	4.60	8.00	3.50	4-5	1.37	1.50	1.62	2.31	3140	40	36	S-A.	S-A.	No.
Wisconsin	51	T & Bu.	5500	Var.	½ F.	D R.	2315	2315	2315	2315	2.30	2.00	None.	7.10	8.30	3.50	4-5	1.37	1.75	1.75	2.31	3140	40	38	Sp.	Sp.	No.
Wisconsin	61 A-B-C	T & Bu.	7300	Var.	½ F.	D R.	2315	2315	2315	2315	2.30	2.00	None.	7.10	8.30	3.50	4-5	1.37	1.50	1.75	2.56	3140	40	38	Sp.	Sp.	No.
Wisconsin	66 B-C	Trucks.	8000	Var.	½ F.	D R.	2315	2315	2315	2315	2.30	2.00	None.	7.75	9.20	3.50	4-5	1.37	1.75	2.00	2.68	3140	40	38	Sp.	Sp.	No.
Wisconsin	88 E	Trucks.	10000	Var.	½ F.	D R.	2315	2315	2315	2315	2.30	2.00	None.	8.66	10.40	3.50	4-5	1.37	2.25	2.00	3.00	3140	41	38½	Sp.	Sp.	No.
Wisconsin	900 CA	Trucks.	10000	Var.	½ F.	Wo.	2315	2315	2315	2315	....	2.00	None.	7.75	10.66	....	.....	.....	.....	2.00	3.00	3140	41	38½	Sp.	Sp.	No.
Wisconsin	130 BG-F	Trucks.	12000	Var.	½ F.	D R.	2315	2315	2315	2315	2.30	2.00	None.	9.40	7.75	3.50	4-5	1.37	2.25	2.25	3.37	3140	44½	42	Sp.	Sp.	No.
Wisconsin	120 K	Buses.	12000	Var.	½ F.	D R.	2315	2315	2315	2315	2.30	2.00	None.	6.20	7.25	3.50	4-5	1.37	2.25	2.00	3.25	3140	50⅝	45	Sp.	Sp.	No.
Wisconsin	900 D-DA-E	Trucks.	12000	Var.	½ F.	Wo.	2315	2315	2315	2315	....	2.00	None.	10.00	11.66	....	.....	.....	.....	2.25	3.37	3140	40½	39	Sp.	Sp.	No.
Wisconsin	160 B	Trucks.	16000	Var.	F F.	D R.	2315	2315	2315	2315	2.30	2.00	None.	8.80	11.00	3.00	4-5	1.50	2.50	2.50	2.50	3140	48	40¾	Sp.	Sp.	No.
Wisconsin	660	Trucks.	9000	Var.	F F.	D R.	2315	2315	2315	2315	2.30	2.00	None.	7.10	9.20	3.50	4.50	1.37	1.75	2.00	2.00	3140	40	38	Sp.	Sp.	No.
Wisconsin	675	Buses.	10000	Var.	F F.	D R.	2315	2315	2315	2315	2.30	2.00	None.	5.80	7.00	3.50	4.50	1.37	1.75	2.00	2.00	3140	50	46	S-A.	S-A.	No.
Wisconsin	88EF	Trucks.	10000	Var.	F F.	D R.	2315	2315	2315	2315	2.30	2.00	None.	8.66	9.40	3.50	4.50	1.37	2.25	2.00	2.00	3140	41	38½	Sp.	Sp.	No.
Wisconsin	1300K	Buses.	12000	Var.	F F.	D R.	2315	2315	2315	2315	2.30	2.00	None.	6.00	8.60	3.50	4.50	1.37	2.25	2.26	2.25	3140	50	45	S-A.	S-A.	No.

ABBREVIATIONS:
*—Hydraulic
§—Gear Manufacturers
AA—Above Axle
Bev—Bevel
B-L—Brown-Lipe
B-L-C—Brown-Lipe-Chapin
BA—Below Axle
B-R—Ball and Roller
Bro—Bronze
Bu—Buses
Car—Carbon
CS—Cast Steel
Dd—Dead
D R—Double Reduction
Ext D S—External Driveshaft
Ext Rw—External Rear Wheels
F F—Full Floating
½ F—Semi Floating
¾ F—Three-quarter Floating
Gre—Grease
IF—Inside of Frame
I G—Internal Gear
Int Rw—Internal Rear Wheels

Axle Specifications

Designed for Hotchkiss Drive?	Location of Spring Pads	DIFFERENTIAL			SERVICE BRAKE				EMERGENCY BRAKE				Location of Brake Shaft Arms	BEARINGS					Axle Housing Material (S.A.E. No.)	Minimum Road Clearance With Regular Tire Size (Ins.)	Tread (Ins.)	Weight (Lbs.)	Recommended Lubricant	MAKE AND MODEL
		Make	Type	Number of Pinions	Type and Location	Diameter of Drum (Ins.)	Lining Width (Ins.)	Lining Thickness (Ins.)	Type and Location	Diameter of Drum (Ins.)	Lining Width (Ins.)	Lining Thickness (Ins.)		First Reduction Pinion	Final Reduction Pinion	At Differential	At Wheels	On Pinion Shaft						
Yes	A A	B-L-C	B	4	Int-Rw	21	3	¼	None	0	0	0	O F	Ball	Ball	Ball	Roller	Ball	Ma I	8 -36	72	850	Oil	Atlas LC8
Yes	A A	B-L-C	B	4	Int-Rw	24	3	¼	Int-Rw	24	3	¼	O F	Ball	Ball	Ball	Roller	Ball	Ma I	5⅝-34	75	1000	Oil	Atlas LC12
Yes	Opt	Frost	B	4	Int-Rw	16	2¼	‡	Int-Rw	16	2¼	‡	I F	Roller	None	Roller	Roller	Ball	1010	11 -36	56	373	Oil	Clark B-307
Yes	Opt	B-L-C	B	4	Ext-Rw	16	2½	‡	Int-Rw	15⅝	1½	‡	I F	B-R		Roller	Roller	B-R		10⅝-30	56	505	Oil	Clark 1D
Yes	Opt	B-L-C	B	4	Int-Rw	16	2¼	‡	Int-Rw	16	2½	‡	I F	Roller	None	Roller	Roller	Ball	Steel	10½-36	57¼	437	Oil	Clark B-360
No	A A	B-L-C	B	4	Ext-D S	9	4½	¼	Int-Rw	16	2½	‡	I F	Roller		Roller	Roller	B-R		12 -36	63¼	753	Oil	Clark 2-H
Yes	Opt	B-L-C	B	4	Ext-Rw	16½	3	‡	Int-Rw	16	2½	‡	I F	Roller	None	Roller	Roller	B-R	Spec	11½-36	58	750	Oil	Clark 2-D
Yes	Opt	B-L-C	B	4	Int-Rw	16†⅛	2½	‡	Int-Rw	16†⅛	2½	‡	I F	Roller	None	Roller	Roller	Ball	Steel	10⅝-40	60	628	Oil	Clark B-650
Yes	Opt	B-L-C	B	4	Ext-Rw	16½	3	‡	Int-Rw	16	2½	‡	I F	Roller	None	Roller	Roller	B-R	Spec	11½-36	66•	751	Oil	Clark 2-D
Yes	Opt	B-L-C	B	4	Ext-Rw	20	3	‡	Int-Rw	19⅛	2½	‡	I F	B-R	None	Roller	Roller	B-R	Spec	11½-36	71•	914	Oil	Clark 3-D
No	A A	B-L-C	B	4	Ext-D S	9	4½	¼	Int-Rw	19⅛	2½	‡	I F	Roller	None	Roller	Roller	B-R	Spec	12 -36	67	985	Oil	Clark 5-H
Yes	Opt	B-L-C	B	4	Ext-Rw	20	3	‡	Int-Rw	19⅛	2½	‡	I F	B-R	None	Roller	Roller	B-R	Spec	11¼-36	65	950	Oil	Clark 3-D
No	A A	B-L-C	B	4	Ext-D S	9	4½	¼	Int-Rw	19½	2½	‡	I F	Roller	None	Roller	Roller	B-R	Spec	12 -36	65	964	Oil	Clark 3-H
Yes	Opt	B-L-C	B	4	Int-Rw	22¼	3	‡	None	0	0	0	I F	Roller	None	Roller	B-R	B-R	Spec	14½-40	67	1279	Oil	Clark 5-D
Yes	Opt	B-L-C	B	4	Int-Rw	16	2½	‡	Int-Rw	16	2½	‡	I F	Roller	None	Roller	Roller	Ball	Steel	10½-36	57¼	443	Oil	Clark B-501
Yes	Opt	Frost	B	4	Int-Rw	16	2	‡	Int-Rw	16	2	‡	I F	Roller	None	Roller	Roller	Ball	1010	11 -36	56	372	Oil	Clark B-366
Yes	Opt	B-L-C	B	4	Ext-Rw	14	2	‡	(Int-Rw (Ext-D S‡	14	1¾	‡	Opt	Roller	None	Roller	Roller	Roller	Spec	11 -32	56	240	Oil	Columbia 12000
Yes	Opt	B-L-C	B	4	Ext-Rw	16	2½	‡	(Int-Rw (Ext-D S‡	16	2¼	‡	Opt	Roller	None	Roller	Roller	Roller	Spec	10 -32	56	270	Oil	Columbia 33000
Yes	Opt	B-L-C	B	4	Ext-Rw	16	2½	¼	(Int-Rw (Ext-D S‡	16	2¼	‡	Opt	Roller	None	Roller	Roller	Roller	Spec	10 -34	56	320	Oil	Columbia 52000
Yes	A A	Frost	B	4	Ext-Rw	14	2	‡	Int-Rw	13⅝	2	‡	I F	Roller	Roller	Roller	Roller	Roller	1040	11 13/16-32	56	285	Oil	Eaton (Torb) 7500
Yes	A A	Frost	B	4	Ext-Rw	15	2½	‡	Int-Rw	14⅛	2¼	‡	I F	Roller	Roller	Roller	Roller	Roller	1040	12 3/16-34	56	385		Eaton (Torb) 10000
Yes	A A		B	4	Int-Rw	18	2½	¼	Int-Rw	18	1¾	¼	I F	Roller	Ball	Roller	Roller	Roller	1040	12⅜-36	57⅝	560	Oil	Eaton (Torb) 15000
Yes	A A		B	4	Ext-Rw	18	2½	‡	Int-Rw	17 3/16	2¼	‡	I F	Roller	Ball	Roller	Roller	Roller	1040	12 13/16-36	56	540	Oil	Eaton (Torb) C-3
Yes	A A		B	4	Int-Rw	20	2½	¼	Int-Rw	20	1¾	¼	I F	Roller	Ball	Roller	Roller	Roller	1040	12 -36	60½	720	Oil	Eaton (Torb) 25000
Yes	A A		B	4	Int-Rw	19	3½	‡	Ext-D S	10	4½	‡	I F	Roller	Ball	Roller	Roller	Roller	1040	12 1/16-36	67 13/16	1100	Oil	Eaton (Torb) E3
Yes	Opt	B & L	B	4	Ext-Rw	14⅜	2	‡	None	0	0	0	No	Ball	None	Roller	Roller	Ball	Steel	9⅜-32	56	Var	No F	Eaton 41HB
Yes	B A	B & L	B	4	Int-Rw	20	5	¼	None	0	0	0	I F	Ball	Ball	Ball	Roller	Ball	Steel	11¼	73	Var	No F	Eaton 60,000
Yes	B A	B & L	B	4	Int-Rw	20	5	¼	None	0	0	0	I F	Ball	Ball	Ball	Roller	Ball	Steel	11¼	73	Var	No F	Eaton 40,000
Yes	Opt	B & L	B	2	Int-Rw	13⅝	2	‡	None	0	0	0	I F	Ball	None	Roller	Roller	Ball	Steel	8 13/16	56	Var	No F	Eaton 500-R
Yes	Opt	B & L	B	4	Ext-Rw	14	2½	‡	Int-Rw	13⅝	2	‡	I F	Ball	None	Roller	Roller	Ball	Ma I	8⅝-32	56	Var	No F	Eaton 1002
Yes	Opt	B & L	B	4	Ext-Rw	14½	2¼	‡	None	0	0	0	No	Roller	None	Roller	Roller	None	Steel	9⅜-32	57	Var	No F	Eaton 36HB
Yes	Opt	B & L	B	4	Ext-Rw	14⅜	1¾	¼	Int-Rw	14⅜	1¾	¼	I F	Roller	None	Roller	Roller	None	Steel	9¼-32	56	Var	No F	Eaton 37HB
Yes	A A	B & L	B	4	Int-Rw	16	2¼	‡	Int-Rw	15⅝	2¼	‡	I F	Ball	None	Roller	Roller	Ball	Ma I	10⅜-36	58	Var	No F	Eaton 1502
Yes	A A	B & L	B	4	Int-Rw	18	2	‡	Int-Rw	18	2	‡	I F	Roller	None	Roller	Roller	Roller	Steel	10½-38	59	Var	No F	Eaton 1500-R
Yes	A B	New P	B	4	Ext-Rw	16	2¾	‡	Int-Rw	16	2¾	‡	Opt	Ball	None	Roller	Ball	Ball	Ma I	7½-30	56	507	Oil	Flint 90-BA-10
Yes	A A	New P	B	4	Ext-Rw	14	2¾	‡	Int-Rw	14	2¾	‡	I F	B-R	None	B-R	B-R	Ball	Ma I	9½-34	56	390	Oil	Flint 70-BA-10
Yes	Opt	Own	B	4	Int-Rw	18	2½	¼	Int-Rw	18	2	¼	I F	Roller	Roller	Roller	Roller	Roller	Steel	10¾-36	59¾	803	Oil	Huck 25
Yes	Opt	Own	B	4	Int-Rw	21	3¼	¼	Int-Rw	21	2¼	¼	I F	Roller	Roller	Roller	Roller	Roller	Steel	12½-40	71⅝	1264	Oil	Huck 50
Yes	Opt	Own	B	4	Int-Rw	21	3¼	¼	Int-Rw	21	2¼	¼	I F	Roller	Roller	Roller	Roller	Roller	Steel	11 -36	75¼	1085	Oil	Huck 85
Yes	Opt	Own	B	4	Int-Rw	17¼	5	‡	Int-Rw	17¼	5	‡	I F	Roller	Roller	Roller	Roller	Roller	Steel	9½-34	73⅝	1250	Oil	Huck 95
Yes	Opt	B-L-C	B	4	Ext-Rw	14⅜	2	‡	Int-Rw	14	2	‡	Opt	Ball	None	Roller	Ball	Ball	1030	8¼-32	56	304	Oil	Salisbury A
Yes	B A	B-L-C	B	2	Ext-Rw	12	1¾	‡	None	0	0	0	O F	Roller	None	Roller	Roller	Roller	1015	10-32	56	165	Oil	Salisbury H
Yes	Opt	B-L-C	B	2	Ext-Rw	12⅛	2	‡	Int-Rw	12	2	‡	Opt	Ball	None	Roller	Roller	Ball	1030	9⅛-32	56	210	Oil	Salisbury C
Yes	Opt	B-L-C	B	4	Ext-Rw	16⅜	2	‡	Int-Rw	16	2	‡	Opt	Ball	None	Roller	B-R	Ball	1030	9⅛-34	56	370	Oil	Salisbury D
Yes	Opt	New P	B	2	Int-Rw	12	1½	‡	Int-Rw	0	0	0	I F	Ball	None	Roller	Ball	Ball	1015	9 11/16-31	56	155	Oil	Salisbury G
Yes	B A	B-L-C	B	4	Ext-Rw	15½	2	‡	None	0	0	0	O F	Roller	None	Roller	Roller	Roller	1015	11 -34	56	278	Oil	Salisbury 1
Yes	Opt	Own	B		Int-Rw	16	2¼	¼	Int-Rw	16	1¾	¼	I F	Ball	None	Ball	Ball	None	Ma I	11 -36	59⅜	Var	No F	Sheldon F13
Yes	Opt		B		Int-Rw	12	†4	¼	Int-Rw	12	†4	¼	Opt		None	Ball	B-R	Roller	Ma I	13¼-36	56	286	No F	Sheldon W500
Yes	Opt		B		Int-Rw	14	†5	‡	Int-Rw	14	†5	‡	Opt		None	Ball	B-R	Ball	Ma I	12¼-36	56	460	No F	Sheldon W1002
Yes	Opt		B		Int-Rw	16	†5½	‡	Int-Rw	16	†5½	‡	Opt		None	Ball	B-R	Ball	Ma I	11 -36	57	621	No F	Sheldon W1501
Yes	Opt		B		Int-Rw	18	†6	¼	Int-Rw	18	†6	¼	Opt		None	Ball	B-R	Ball	Ma I	10½-36	62•	813	No F	Sheldon W103
Yes	Opt		B		Int-Rw	18	†6	¼	Int-Rw	18	†6	¼	Opt		None	Ball	B-T	Ball	Ma I	9¾-36	60•	941	No F	Sheldon W21
Yes	Opt		B		Int-Rw	20	†8⅛	¼	Int-Rw	20	†8⅛	¼	Opt		None	Ball	B-R	Ball	Steel	11 -40	69¾	1436	No F	Sheldon W31
Yes	Opt		B		Int-Rw	24	†8¾	¼	Int-Rw	24	¾	¼	Opt		None	Ball	B-R	Ball	Steel	10¼-40	70¾	2064	No F	Sheldon W51
Yes	Opt	Own	B	4	Ext-Rw*	14	2	‡	Int-Rw	13⅝	1¾	‡	I F	Roller	None	Roller	Roller	Roller	1010	9½-32	56	225	Spec	Timken 5214
Yes	Opt	Own	B	4	Ext-Rw*	15½	2	‡	Int-Rw	15½	2	‡	I F	Roller	None	Roller	Roller	Roller	1010	10¼-34	56	277	Spec	Timken 5323
No	Opt	Own	B	4	Ext-Rw	16	2½	‡	Int-Rw	15⅝	2½	‡	I F	Roller	None	Roller	Roller	Roller	1010	10 -34	56	335	Spec	Timken 5716
Yes	Opt	Own	B	4	Int-Rw	15	3½	¼	Int-Rw	15	3½	¼	F&R	Roller	None	Roller	Roller	Roller	1010	9¼-32	56	400	Spec	Timken 6258
Yes	Opt	Own	B	4	Int-Rw	17¼	4⅛	¼	Int-Rw	17¼	4⅛	¼	F&R	Roller	None	Roller	Roller	Roller	1010	9¾-34	60	675	Spec	Timken 6462
Yes	Opt	Own	B	4	Int-Rw	18	5¾	¼	Int-Rw	18	5¾	¼	F&R	Roller	None	Roller	Roller	Roller	1010	9½-36	58½	850	Spec	Timken 6566
Yes	Opt	Own	B	4	Int-Rw	21	5¾	¼	Int-Rw	21	5¾	¼	F&R	Roller	None	Roller	Roller	Roller	1010	9½-38	65¼	1290	Spec	Timken 6666
Yes	Opt	Own	B	4	Int-Rw	24	5⅞	¼	Int-Rw	24	5⅞	¼	F&R	Roller	None	Roller	Roller	Roller	1010	10¼-40	69½	1700	Spec	Timken 6760
Yes	Opt	Own	B	4	Int-Rw	17¼	3½	‡	Ext-Ds§	0	0	0	I F	Roller	None	Roller	Roller	Roller	1010	10 -34	56	340	Spec	Timken 5518
Yes	Opt	Own	B	4	Int-Rw	17¼	3½	‡	Ext-Ds§	0	0	0	I F	Roller	None	Roller	Roller	Roller	1010	9 -34	56	400	Spec	Timken 5620
Yes	Opt	Own	B	4	Int-Rw	17¼	5	¼	Ext-Ds§	0	0	0	I F	Roller	None	Roller	Roller	Roller	1010	5½-34	72	750	Spec	Timken 6518
Yes	Opt	Own	B	4	Int-Rw	17¼	5	¼	Ext-Ds§	0	0	0	I F	Roller	None	Roller	Roller	Roller	1010	6½-36	72	800	Spec	Timken 6521
Yes	Opt	Own	B	4	Int-Rw	17¼	3½	¼	Ext-Ds§	0	0	0	I F	Roller	None	Roller	Roller	Roller	1010	6¼-32	72	650	Spec	Timken 6240
Yes	B A	B-L	B	4	Int-Rw	14	1¾	‡	Int-Rw	14	1	‡	I F	Roller	None	Roller	Roller	Roller	1020	10 -32	56	250	No F	U. S. 10000
Opt	Opt	Van-Dorn	B	2	Int-D S	9	3	‡	Int-Rw	10⅝	1¾	‡	Opt	Ball	None	Roller	Roller	Roller	Steel	10 -33	56	225	Oil	Vig-Ter 305
Opt	Opt	Van-Dorn	B	4	Int-D S	9½	3	‡	Int-Rw	14	2	‡	Opt	Ball	None	Roller	Roller	Roller	Steel	10 -34	56	300	Oil	Vig-Ter 307
Opt	Opt	Own	B	4	Int-D S	9	4½	‡	Int-D S	18	3	¼	Opt	Roller	Roller	Roller	Roller	Roller	1045	13 -36	60•	750	Oil	Vig-Ter 425
Yes	A A	Own	B	4	Int-Rw	18	2	¼	Int-Rw	18	2	¼	I F	Roller	None	Roller	Roller	Ball	C S	10 -36	58	700	Oil	Vulcan 3-R
Yes	A A	Own	B	4	Int-Rw	20	2	¼	Int-Rw	20	2	¼	I F		None	Roller	Roller	Ball	C S	9½-36	58½	840	Oil	Vulcan 4-R
Yes	A A	Own	B	4	Int-Rw	24	3½	‡	Int-Rw	18	3½	‡	I F		None	Ball	Ball	Ball	Ma I	11 -42	70½	1400	Oil	Wisconsin 1000-B
Yes	A A	Own	B	4	Int-Rw	17	2½	‡	Int-Rw	12¼	2½	‡	I F	Ball	Roller	Ball	Roller	Ball	Ma I	11 -36	57½	510	Oil	Wisconsin 800-GC
Yes	A A	Own	B	4	Int-Rw	17	2½	‡	Int-Rw	12¼	2½	‡	I F		None	Ball	Roller	Ball	Ma I	11 -36	57½	600	Oil	Wisconsin 800-HA
Yes	A A	Own	B	4	Int-Rw	17	2½	‡	Int-Rw	12¼	2½	‡	I F		None	Ball	Roller	Ball	Ma I	11 -36	58	660	Oil	Wisconsin 800-J-JC
Yes	Opt	Own	B	4	Int-Rw	17	2½	‡	Int-Rw	12¼	2½	‡	I F		None	Ball	Roller	Ball	Ma I	11 -36	58	660	Oil	Wisconsin 41
Yes	A A	Own	B	4	Int-Rw	17	2½	‡	Int-Rw	12¼	2½	‡	I F	Ball	Roller	B-R	Roller	B-R	Ma I	11 -36	57½	475	Oil	Wisconsin 51
Yes	A A	Own	B	4	Int-Rw	17	2½	‡	Int-Rw	12¼	2½	‡	I F	Ball	Roller	B-R	Roller	B-R	Ma I	11 -36	57½	650	Oil	Wisconsin 61 A-B-C
Yes	A A	Own	B	4	Int-Rw	17	3½	‡	Int-Rw	12¼	2½	‡	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11 -36	57½•	675	Oil	Wisconsin 66 B-C
Yes	A A	Own	B	4	Int-Rw	17	3½	‡	Int-Rw	12¼	2½	‡	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11 -36	57½•	690	Oil	Wisconsin 88 E
Yes	A A	Own	B	4	Int-Rw	20	2½	‡	Int-Rw	15⅛	2½	‡	I F	Ball	B-R	Ball	Roller	Ball	Ma I	12 -40	59½	835	Oil	Wisconsin 900 CA
Yes	A A	Own	B	4	Int-Rw	20	2½	‡	Int-Rw	15⅛	2½	‡	I F	Ball	Roller	Ball	Roller	Ball	Ma I	12 -40	59½	835	Oil	Wisconsin 900 CA
Yes	A A	Own	B	4	Int-Rw	20	2½	‡	Int-Rw	15⅛	2½	‡	I F	Ball		Ball	Roller	Ball	Ma I	12 -40	64	960	Oil	Wisconsin 130 BG-F
Yes	Opt	Own	B	4	Int-Rw	20	4	‡	Int-Rw	15⅛	2½	‡	I F	Ball		Ball	B-R	Ball	Ma I	13 -40	73	960	Oil	Wisconsin 120 K
Yes	A A	Own	B	4	Int-Rw	20	2½	‡	Int-Rw	15⅛	2½	‡	I F	Ball		Ball	Ball	Ball	Ma I	12 -40	60	935	Oil	Wisconsin 900 D-DA-E
Yes	A A	Own	B	4	Int-Rw	24	3½	‡	Int-Rw	18½	3½	‡	I F	Ball	Ball	Ball	Roller	Ball	Ma I	11 -42	69½	1400	Oil	Wisconsin 160 B
Yes	Opt	Own	B	4	Int-Rw	17	2½	‡	Int-Rw	12¼	2½	‡	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11 -36	57⅞	660	Oil	Wisconsin 660
Yes	A A	Own	B	4	Int-Rw	17	3	‡	Int-Rw	12¼	2½	‡	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11 -36	68	800	Oil	Wisconsin 675
Yes	Opt	Own	B	4	Int-Rw	20	2½	‡	Int-Rw	15⅛	2½	‡	I F	Ball	Roller	Ball	Roller	Ball	Ma I	12 -40	59½	900	Oil	Wisconsin 88EF
Yes	A A	Own	B	4	Int-Rw	20	4	‡	Int-Rw	15⅛	3	‡	I F	Ball	Roller	Ball	Roller	Ball	Ma I	13 -40	73	1000	Oil	Wisconsin 1300K

Int D S—Internal Driveshaft
Ma I—Malleable Iron
New P—New Process
No. F—Non-Fluid
OF—Outside of Frame
Opt—Optional

S-A—Springs and Torque Arm
S B—Spiral Bevel
Sp—Springs
Spec—Special
S-R—Springs or Radius Rods

S-T—Springs and Torque Tube
T—Trucks
T A—Torque Arm
T R—Triple Reduction
Var—Variable
Wo—Worm

†—Width of Drum
•—Optional
B—Bevel
‡—When used with four wheel brakes

American Stock Front Axle Specifications

MAKE AND MODEL	Designed For	Maximum Load on Spring Pads (Lbs.)	AXLE CENTER: Material (S.A.E. No.)	AXLE CENTER: Type	AXLE CENTER: Depth of Section (Ins.)	AXLE CENTER: Width of Flange (Ins.)	Type of Steering Head	BEARINGS TYPE: In Hubs	BEARINGS TYPE: Spindle Thrust	BEARINGS TYPE: Pivots	MATERIAL: Steering Knuckle (S.A.E. No.'s)	MATERIAL: Knuckle Arm (S.A.E. No.'s)	Traverse Inclination of Steering Pivots (Deg.)	Inclination of Steering Knuckle Spindles (Deg.)	Recommended Fore & Aft Inclination (Deg.)	Do Wheels Trail?	TIE ROD: Location	TIE ROD: End Type	Effective Length of Drag Link Arm (Ins.)	Spring Pad Location	ROAD CLEARANCE: Absolute Minimum (Ins.)	ROAD CLEARANCE: Tire Sizes (Ins.)	FRONT WHEEL BRAKES: Equipped?	FRONT WHEEL BRAKES: Type	FRONT WHEEL BRAKES: Diameter of Drum (Ins.)	Wheel Tread (Ins.)	Weight (Complete Without Wheels, Lbs.)	MAKE AND MODEL
Columbia 1100	Cars	1300	1035	I-S	2¼	1⅜	Elliott	Roller	Ball	Plain	1035	1035	0	2	2	0	R A	Ball	8	A A	11	32	N P	None	None	56	70	Columbia 1100
Columbia 5300	Trucks	2000	1035	I-S	2⅜	1¾	Elliott	Roller	Ball	Plain	Spec	1035	0	2	2	0	R A	Ball	9	A A	10	34	N P	None	None	58	105	Columbia 5300
Columbia 1600	Cars	1600	1035	I-S	2⅜	1⅝	Elliott	Roller	Ball	Plain	1035	1035	0	2	2	0	R A	Ball	9	A A	10	32	N P	None	None	56	85	Columbia 1600
Columbia 3100	Cars	1600	1035	I-S	2⅜	1⅝	Rev. Ell	Roller	Ball	Plain	1035	1035	7	2	2	0	R A	Ball	9	A A	10	32	Stk	Int	14	56	115	Columbia 3100
Columbia 5000	Trucks	2000	1035	I-S	2⅜	1¾	Elliott	Roller	Ball	Plain	1035	1035	0	2	2	0	R A	Ball	9	A A	10	34	N P	None	None	56	100	Columbia 5000
Columbia 5200	Trucks	2000	1035	I-S	2⅜	1¾	Rev. Ell	Roller	Ball	Plain	1035	1035	7	2	2	0	R A	Ball	9	A A	10	34	Stk	Int	15	56	130	Columbia 5200
Continental 2203	T & B	Var	1035	I-S	3⅜	2¼	Elliott	Roller	Roller	Roller	3135	3135	0	1½	0	No	R A	Ball	7¼	A A	9½	18	Opt	Int	17	66½	Var	Continental 2203
Continental 2402	T & B	Var	1035	Tub		2⅜	Elliott	Roller	Roller	Roller	3135	3135	0	1½	0	No	R A	Y & P	8	A A	8⅞	18	Opt	Int	17	Opt	Var	Continental 2402
Continental 1803	Trucks	Var	1035	I-S	3⅜	2¼	Elliott	Roller	Roller	Roller	3135	3135	0	1½	0	No	R A	Ball*	7¼	A A	14½	36	Opt	Int	17	60*	Var	Continental 1803
Continental 1901	Trucks	Var	1035	I-S	2¾	2	Elliott	Roller	Roller	Ball	3135	3135	0	1½	0	No	R A	Ball*	6⅜	A A	15	36	Opt	Int	17	56*	Var	Continental 1901
Continental 2001	Trucks	Var	1035	I-S	2½	1¾	Elliott	Roller	Roller	Plain	3135	3135	0	1½	0	No	R A	Ball*	6 11/16	A A	12	34	Opt	Int	20	56	Var	Continental 2001
Continental 2005	Trucks	Var	1035	I-S	4	2½	Elliott	Roller	Roller	Roller	3135	3135	0	1½	0	No	R A	Y & P	6	A A	14	36	Opt	Int	20	61½*	Var	Continental 2005
Continental 2301	Trucks	Var	1035	I-S	2½	1¾	Elliott	Roller	Roller	Plain	3135	3135	0	1½	0	No	R A	Ball*	6 11/16	A A	12	34	N P	None	None	56	Var	Continental 2301
Continental 2302	Trucks	Var	1035	I-S	2⅜	2	Elliott	Roller	Roller	Roller	3135	3135	0	1½	0	No	R A	Ball*	6⅜	A A	15	36	Opt	Int	17	56*	Var	Continental 2302
Eaton 14HB	Cars	Var	1035	I-S	2⅜	1¾	Rev. Ell	Roller	Plain	Plain	3135	3135	7½	2	0	Yes	R A	Ball	8	A A	9½	32	Stk	Ext	14⅜	56½	150	Eaton 14HB
Eaton 382-F	Cars	Var	3135	I-S	2⅜	1⅝	Rev. Ell	Roller	Ball	Plain	3135	3135	0	3	0	Yes	R A	Ball	8	A A	9½	32	Stk	Int	14	56	160	Eaton 382-F
Eaton 501-F	Trucks	1300	1040	I-S	2⅛	1½	Elliott	Roller	Plain	Plain	3135	3135	0	2	0	Yes	R A	Ball	7¾	A A	10⅝	31	N P	None	None	56	60	Eaton 501-F
Eaton 8-HB	Cars	Var	Spec	I-S	2¼	1¾	Rev. Ell	Roller	Plain	Plain	Spec	Spec	7½	2	0	Yes	R A	Ball	8	A A	9½	32	Stk	Ext	14½	56½	150	Eaton 8-HB
Eaton 11-HB	Cars	Var	1035	I-S	2⅜	1¾	Rev. Ell	Roller	Plain	Plain	3135	3135	7½	2	0	Yes	R A	Ball	8	A A	9½	32	Stk	Ext	14½	56½	150	Eaton 11-HB
Eaton A A4B	Trucks	2200	1040	I-S	2⅝	2	Elliott	Roller	Plain	Plain	2330	2335	0	2	0	Yes	R A	Y & P	10	A A	6⅞	34	N P	None	None	60	125	Eaton A A4B
Eaton (Torb) 750F	Trucks	1800	1040	I-S	2⅜	1¾	Elliott	Roller	Plain	Plain	Spec	3135	0	2	0	Yes	R A	Y & P	8	A A	9⅞	32	N P	None	None	56	100	Eaton (Torb) 750F
Eaton (Torb) AA 3B	Trucks	2200	1040	I-S	2½	2	Elliott	Roller	Plain	Plain	2330	2330	0	2	0	Yes	R A	Y & P	8 1/16	A A	11	34	N P	None	None	56	120	Eaton (Torb) AA 3B
Eaton (Torb) C C 3B	Trucks	2700	1040	I-S	2¾	2¼	Elliott	Roller	Plain	Plain	2330	2330	0	2	0	Yes	R A	Y & P	7 1/16	A A	13 1/16	36	N P	None	None	56	180	Eaton (Torb) C C 3B
Flint 75-BA-80	T & B	1800	1035	I-S	2¼	1½	Elliott	Roller	Plain	Plain	3135	1035	0	1¾	1	Yes	R A	B & S	8	A A	11½	34	N P	None	None	56	91	Flint 75-BA-80
Flint 90-BA-80	Buses	2200	1035	I-S	2½	1⅝	Rev. Ell	Roller	Plain	Plain	3135	1035	9	2	1	Yes	R A	Ball	7⅞	A A	7¾	30	Opt	Int	16	56	105	Flint 90-BA-80
Salisbury A&E	Cars	1600	1040	I-S	2¼	1½	Elliott	Roller	Plain	Plain	1040	1040	0	2½	1	Yes	R A	Y & P	8	A A	10⅛	32	N P	None	None	56	90	Salisbury A&E
Salisbury B	Cars	2000	1040	I-S	2½	1⅝	Elliott	Roller	Plain	Plain	1040	1040	0	2½	1	Yes	R A	Y & P	8	A A	10	33	N P	None	None	56	106	Salisbury B
Salisbury C	Cars	1400	1040	I-S	2¼	1⅜	Elliott	Roller	Plain	Plain	1040	1040	5½	2½	1	Yes	R A	Ball	8	A A	9⅜	32	Opt	Ext	12⅛	56	100	Salisbury C
Salisbury H	Cars	1500	1040	I-S	2⅛	1⅝	Rev. Ell	Roller	Ball	Plain	5140	5140	6	2½	0	Yes	R A	Ball	8⅜	A A	10⅞	32	Stk	Ext	12	56	88	Salisbury H
Salisbury I	Cars	2000	1040	I-S	2⅝	2⅛	Rev. Ell	Roller	Ball	Plain	5140	5140	6	2½	0	Yes	R A	Ball	8¼	A A	9⅞	34	Stk	Ext	15½	56	180	Salisbury I
Salisbury D	Trucks	2000	1040	I-S	2½	1⅝	Elliott	Roller	Plain	Plain	3140	3140	0	2½	1	Yes	R A	Y & P	8	A A	12	34	N P	None	None	56	106	Salisbury D
Salisbury G	Cars	1100	1040	I-S	2	1¼	Rev. Ell	Roller	Plain	Plain	3140	1040	7	2½	1	Yes	R A	Ball	8	A A	8⅞	31	Stk	Int	12	56	60	Salisbury G
Sheldon D343	Trucks	2450	1030	I-S	2¾	1¾	Elliott	Roller	Plain	Ball	3135	3135	0	1½	0	No	Opt	Y & P	Var	A A	Var	Var	N P	None	None	56	193	Sheldon D343
Sheldon D370	Trucks	3190	1030	I-S	3	1⅞	Elliott	Roller	Ball	Ball	3135	3135	0	1½	0	No	Opt	Y & P	Var	A A	Var	Var	N P	None	None	Opt	224	Sheldon D370
Sheldon 4FA-20	Trucks	4460	1030	I-S	3⅜	2¼	Elliott	Roller	Ball	Ball	3135	3135	0	1½	0	No	Opt	Y & P	Var	A A	Var	Var	N P	None	None	Opt	320	Sheldon 4FA-20
Sheldon 5FA-30	Trucks	2890	1030	I-S	4	2⅜	Elliott	Roller	Ball	Ball	3135	3135	0	1½	0	No	Opt	Y & P	Var	A A	Var	Var	N P	None	None	Opt	520	Sheldon 5FA-30
Sheldon D-260	Trucks	1100	1030	I-S	2¼	1⅜	Elliott	Roller	Plain	Ball	3135	3135	0	1½	0	No	Opt	Y & P	Var	A A	Var	Var	N P	None	None	56	90	Sheldon D-260
Sheldon 33FA-300	Trucks	1550	1030	I-S	2⅝	1¾	Elliott	Roller	Plain	Ball	3135	3135	0	1½	0	No	Opt	Y & P	Var	A A	Var	Var	N P	None	None	56	139	Sheldon 33FA-300
Sheldon D-444	Trucks	3200	1030	I-S	3⅛	2⅜	Rev. Ell	Roller	Ball	Ball	3135	3135	0	2½	0	No	R A	Ball	Var	A A	10½	36	Opt	None	17½	60½	Var	Sheldon D-444
Sheldon D-445	Buses	3200	1030	I-S	3⅛	2⅜	Rev. Ell	Roller	Ball	Ball	3135	3135	0	2½	0	No	R A	Ball	Var	A A	8½	36	Opt	Int	17½	Var	Var	Sheldon D-445
Sheldon D-484	Buses	1600	1030	I-S	2 11/16	2	Rev. Ell	Roller	Roller	Ball	3135	3135	0	2½	0	No	R A	Ball	Var	A A	10⅝	36	Opt	Int	16	60	Var	Sheldon D-484
Sheldon D-485	Trucks	1600	1030	I-S	2 11/16	2	Rev. Ell	Roller	Ball	Ball	3135	3135	0	2½	0	No	R A	Ball	Var	A A	12	36	Opt	Int	16	57½	Var	Sheldon D-485
††Shuler 310	Trucks	2400	1035	I-S	2½	1¾	Elliott	Roller	Plain	Plain	3135	3135	0	2	0	No	R A	Opt	6½	A A	12	32	Opt	Int	15⅝	56*	120	††Shuler 310
††Shuler 5310	T & B	2400	1035	I-S	2½	1¾	Elliott	Roller	Plain	Plain	3135	3135	0	2	0	No	R A	Ball*	7½	A A	10½	32	Opt	Int	12	56	100	††Shuler 5310
††Shuler 350	Trucks	3000	1035	I-S	2½	1¾	Elliott	Roller	Plain	Plain	3135	3135	0	2	0	No	R A	Ball*	6½	A A	12	32	Opt	Int	15⅝	56*	130	††Shuler 350
††Shuler 5410	T & B	3000	1035	I-S	2¾	2	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Ball*	6½	A A	11¼	34	Opt	Int	15⅝	56*	130	††Shuler 5410
††Shuler 510	Trucks	3400	1035	I-S	2¾	2	Elliott	Roller	Plain	Plain	3135	3135	0	2	0	No	R A	Ball*	6½	A A	13	34	Opt	Int	15⅝	56*	170	††Shuler 510
††Shuler 610	Trucks	5400	1035	I-S	3½	2¼	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y & P	6¾	A A	13½	34	Opt	Int	17½	64½*	235	††Shuler 610
††Shuler 550	Trucks	4000	1035	I-S	2¾	2	Elliott	Roller	Plain	Plain	3135	3135	0	2	0	No	R A	Ball*	6½	A A	13	34	Opt	Int	15⅜	58*	185	††Shuler 550
††Shuler 5550	Trucks	4000	1035	I-S	3	2½	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Ball*	7⅛	A A	12⅜	34	Opt	Int	15⅜	58*	205	††Shuler 5550
††Shuler 5550-B	Buses	4000	1035	I-S	3	2½	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y & P	8⅝	A A	9	34	Opt	Int	15⅜	64½*	225	††Shuler 5550-B
††Shuler 610-B	Buses	5400	1035	I-S	3½	2¼	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y & P	8¾	A A	6½	34	Opt	Int	17½	64½*	255	††Shuler 610-B
††Shuler 650	Trucks	7500	1035	I-S	3½	2¼	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y & P	7	A A	13½	34	Opt	Int	17½	64½*	290	††Shuler 650
††Shuler 650-B	Buses	7500	1035	I-S	3½	2¼	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y & P	8¾	A A	6½	34	Opt	Int	17½	64½*	300	††Shuler 650-B
Timken 1250	Trucks	2000	1035	I-S	2½	1⅞	Elliott	Roller	Plain	Plain	5130	5130	0	1½	2	Yes	R A	Y&P	7½	A A	9⅜	33	N P	N P	None	56	97	Timken 1250
Timken 1460	Trucks	2500	1035	I-S	2¾	2⅛	Elliott	Roller	Plain	Plain	5130	5130	0	1½	2	Yes	R A	Y&P	6⅝	A A	9	32	N P	N P	None	56	167	Timken 1460
Timken 1526	Trucks	3000	1035	I-S	2⅞	2¼	Elliott	Roller	Plain	Plain	5130	5130	0	1½	2	Yes	R A	Y&P	6 1/16	A A	8½	32	N P	N P	None	58	181	Timken 1526
Timken 1544	Trucks	3600	1035	I-S	2⅞	2¼	Elliott	Roller	Roller	Plain	5130	5130	0	1½	2	Yes	R A	Y&P	6½	A A	11	34	N P	N P	None	58	198	Timken 1544
Timken 1632	Trucks	5000	1035	I-S	3⅜	2¼	Elliott	Roller	Roller	Plain	5130	5130	0	1½	2	Yes	R A	Y&P	7⅜	A A	8¼	34	N P	N P	None	66½	263	Timken 1632
Timken 1730	Trucks	7000	1035	I-S	4 1/16	2⅞	Elliott	Roller	Roller	Plain	5130	5130	0	1½	2	Yes	R A	Y&P	8⅛	A A	10½	34	N P	N P	None	68⅜	416	Timken 1730
Timken 1470C	Bus	3500	1035	I-S	2¾	2¼	Rev. Ell	Roller	Roller	Plain	5130	5130	6½	3	1½	Yes	R A	Ball	8	A A	7¼	32	Opt	I-A	17¼	72	170	Timken 1470C
Timken 1560C	Bus	5000	1035	I-S	3	2⅜	Rev. Ell	Roller	Roller	Plain	5130	5130	6½	3	1½	Yes	R A	Ball	9¼	A A	6	34	Opt	I-A	17¼	72	200	Timken 1560C
Timken 1660C	Bus	7000	1035	I-S	3¼	2⅝	Rev. Ell	Roller	Roller	Plain	5130	5130	6½	3	1½	Yes	R A	Ball	9	A A	6¾	36	Opt	I-A	17¼	72	260	Timken 1660C
Timken 2160H	Cars	1750	1035	I-S	2⅛	1⅝	Rev. Ell	Roller	Ball	Plain	5130	5130	6½	2½	1½	Yes	R A	Ball	8¼	A A	10½	32	Opt	Ext	15½	56	74	Timken 2160H
Timken 2335H	Cars	2250	1035	I-S	2⅛	1⅝	Rev. Ell	Roller	Ball	Plain	5130	5130	6½	2½	1½	Yes	R A	Ball	7⅜	A A	10½	33	Opt	Ext	15½	56	120	Timken 2335H
U. S. A	Cars	1650	1035	I-S	1¾	1⅝	Lemoine	Roller	Roller	Roller	2335	3135	0	1½	2	No	R A	Ball	8	A A	10¼	32	Stk	Int	14	56	135	U. S. A
U. S. B	Cars	2200	2330	I-S	2½	2	Rev. Ell	Roller	Roller	Ball	3135	3135	9	1½	2	No	Opt	Ball	8	A A	10	16	Stk	Int	14	56	165	U. S. B
Vig-Tor 105	C & T	1300	1035	I-S	2¼	1⅜	Rev. Ell	Roller	Roller	Roller	2335	2335	0	2	2	Yes*	R A	Ball	8½	A A	12¾	32	N P	None	None	56	75	Vig-Tor 105
Vig-Tor 107	C & T	1700	1035	I-S	2⅜	1⅝	Rev. Ell	Roller	Roller	Roller	2325	2335	0	2	2	Yes*	R A	Ball	8½	A A	10⅞	34	N P	None	None	56	90	Vig-Tor 107
Vig-Tor 125	T & B	3300	1035	I-S	3	2	Rev. Ell	Roller	Roller	Roller	2335	2335	0	2	2	Yes*	R A	Y & P	8	A A	13	36	N P	None	None	58	225	Vig-Tor 125
Vulcan 3F	Trucks	2600	1035	I-S	2¾	2⅛	Elliott	Roller	Plain	Plain	3135	3135	0	1½	3	No	R A	Y & P	7	A A	12	36	N P	None	None	58	149	Vulcan 3F
Vulcan 4F	Trucks	3200	1035	I-S	3	2⅛	Elliott	Roller	Plain	Plain	3135	3135	0	1½	3	No	R A	Y & P	7	A A	12	36	N P	None	None	Var	207	Vulcan 4F
Wisconsin 10	Trucks	2750	1035	I-S	2¾	1¾	Elliott	Roller	B-P	Plain	3135	1025	0	2	2	No	R A	Y & P	8	A A	11	34	N P	None	None	56	130	Wisconsin 10
Wisconsin 20	Trucks	3400	1035	I-S	3⅛	2	Elliott	Roller	Plain	Plain	3135	1025	0	2	2	No	R A	Y & P	9	A A	11	34	N P	None	None	58	175	Wisconsin 20
Wisconsin 30	Trucks	5000	1035	I-S	3⅝	2⅛	Elliott	Roller	Ball	Plain	3135	1025	0	2	2	No	R A	Y & P	9	A A	12	36	N P	None	None	65	275	Wisconsin 30
Wisconsin 50	Trucks	6600	1035	I-S	4	2½	Elliott	Roller	Ball	Plain	3135	1025	0	2	2	No	R A	Y & P	10	A A	11	36	N P	None	None	65	380	Wisconsin 50

ABBREVIATIONS: I-S—Section; R & P—Ball and Plain; N-P—No Provision; Spec—Special; T—Trucks
1—1924A Specification; A-A—Air Actuated; I-A—Internal Air Operated; RA—Rear of Axle; Stk—Standard Equipment; Tub—Tubular
Dimensions Optional; B-P—Ball or Plain; B—Buses

American Stock Gearset Specifications

American Stock Gearset Specifications

MAKE AND MODEL	Designed For	Maximum Engine Torque (Lbs. Ft.)	Type	BEARINGS: Main Shaft	BEARINGS: Pilot	BEARINGS: Secondary Shaft	Inside Distance Between Bearings on Main Shaft (Ins.)	Distance Between Center Lines of Main and Secondary Shafts (Ins.)	Number of Forward Speeds	Type of Direct Drive Clutch	WIDTH OF GEAR FACES (In.): Constant Mesh Set	Low	Second	Third	Fourth	Reverse	Housing Material	Shaft Material (S.A.E. Number)	Gear Material (S.A.E. Number)	Gear Teeth Pitch	Direct Drive On	GEAR RATIOS: Low	Second	Third	Fourth	Reverse	Gearset Location	Control Location	Sold with Clutch?	Standard S.A.E. Gearshift	WEIGHT (lbs): Cast Iron	Aluminum	Recommended Type of Lubricant	MAKE AND MODEL
Brown-Lipe 20B	C, T	85	Clash	Roller	Roller	Roller			3	GeT		5/8	5/8	Dir	None	5/8	CI&Al	ChS	2320	6-8	3	3.34	1.66	1.00	None	4.17	Eng	Ce	Opt	Yes		98	Oil	Brown-Lipe 20B
Brown-Lipe 30	C, T	135	Clash	Roller	Roller	Ball			3	GeT		5/8	3/4	Dir	None	3/4	CI&Al	ChS	2320	6-8	3	3.33 4.09	1.68	1.00	None	5.09 4.35	Eng	Ce	Opt	Yes	142	95	Oil	Brown-Lipe 30
Brown-Lipe 30A	Cars	135	Clash	Ball	Ball	Ball			3	GeT	3/4	3/4	3/4	Dir	None	3/4	Alum	ChS	2320	6-8	3	3.33	1.68	1.00	None	4.35	Eng	Ce	Opt	Yes		88	Oil	Brown-Lipe 30A
Brown-Lipe 31	Trucks	180	Clash	Roller	Roller	Roller			3	GeT	5/8	3/4	3/4	Dir	None	3/4	CI&Al	ChS	2320	6-8	3	4.80	2.25	1.00	None	6.00	Eng	Ce	Opt	Yes			Oil	Brown-Lipe 31
Brown-Lipe 35	C, T	180	Clash	Roller	Roller	Roller			4	GeT	5/8	3/4	3/4	3/4	Dir	3/4	CI&Al	ChS	2320	6-8	4	5.35	2.84	1.76	1.00	6.25	E-A	Ce	Opt	Yes	198	150	Oil	Brown-Lipe 35
Brown-Lipe 35	C, T	180	Clash	Roller	Roller	Roller			4	GeT	5/8	3/4	3/4	Dir	3/4	3/4	CI&Al	ChS	2320	6-8	3	3.29	1.61	1.00	.78	3.94	E-A	Ce	Opt	Yes	198	150	Oil	Brown-Lipe 35
Brown-Lipe 35	Trucks	180	Clash	B&R	Roller	Roller			7	GeT	5/8	3/4	3/4	3/4	Dir	3/4	CastI	ChS	2320	6-8	6	8.54	3.29a	1.61b	.78c	3.84	SeU	Ce	Opt	Yes			Oil	Brown-Lipe 35
Brown-Lipe 50	C, T	210	Clash	Roller	Roller	Roller			4	GeT	7/8	1	1	Dir	1	3/4	CI&Al	ChS	2320	6-8	3	3.29	1.61	1.00	.78	3.94	E-A	Ce	Opt	Yes			Oil	Brown-Lipe 50
Brown-Lipe 50	C, T	210	Clash	Roller	Roller	Roller			4	GeT	7/8	1	1	1	Dir	3/4	CI&Al	ChS	2320	6-8	4	5.35	2.84	1.76	1.00	6.25	E-A	Ce	Opt	Yes			Oil	Brown-Lipe 50
Brown-Lipe 51	T, B	210	Clash	Roller	Roller	Roller			4	GeT	7/8	1 1/16	1	1	Dir	1 1/16	CI&Al	ChS	2320	6-8	4	5.35	2.84	1.76	1.00	6.25	E-A	Ce	Opt	Yes			Oil	Brown-Lipe 50
Brown-Lipe 51	T, B	210	Clash	Roller	Roller	Roller			4	GeT	7/8	1 1/16	1	Dir	1	1 1/16	CI&Al	ChS	2320	6-8	4	5.35	2.84	1.76	1.00	6.25	E-A	Ce	Opt	Yes			Oil	Brown-Lipe 51
Brown-Lipe 55	T, B, Tr	250	Clash	Roller	Roller	Roller			4	GeT	3/4	1 1/16	1	7/8	Dir	1 1/16	CI&Al	ChS	2320	5-7	4	5.35	2.84	1.70	1.00	6.25	E-A	Ce	Opt	Yes	225		Oil	Brown-Lipe 55
Brown-Lipe 55	T, B, Tr	250	Clash	Roller	Roller	Roller			4	GeT	3/4	1 1/16	1	Dir	7/8	1 1/16	CastI	ChS	2320	5-7	3	3.95	1.89	1.00	.78	4.75	E-A	Ce	Opt	Yes	225		Oil	Brown-Lipe 55
Brown-Lipe 55	Trucks	250	Clash	B&R	Roller	Roller			7	GeT	3/4	1 1/16	1	7/8	Dir	1 1/16	CastI	ChS	2320	5-7	7	9.50	4.53a	2.40b	1.00c	6.00	SeU	Ce	Opt	Yes			Oil	Brown-Lipe 55
Brown-Lipe 55	Trucks	250	Clash	B&R	Roller	Roller			7	GeT	3/4	1 1/16	1	7/8	Dir	1 1/16	CastI	ChS	2320	5-7	6	9.50	3.95a	1.88b	.78c	4.65	SeU	Ce	Opt	Yes			Oil	Brown-Lipe 55
Brown-Lipe 60	T, Tr	275	Clash	Roller	Roller	Roller			4	GeT	1 1/4	1 1/2	1 1/2	1 1/2	Dir	2 1/2	CI&Al	ChS	2320	5-7	3	3.95	1.89	1.00	.78	4.75	SeU	Ce	Opt	Yes	250		Oil	Brown-Lipe 55
Brown-Lipe 60	T, B, Tr	275	Clash	Roller	Roller	Roller			4	GeT	1 1/4	1 1/2	1 1/2	1 1/2	Dir	1 1/2	CI&Al	ChS	2320	5-7	4	5.35	2.84	1.76	1.00	6.43	SeU	Ce	Opt	Yes	250		Oil	Brown-Lipe 60
Brown-Lipe 60	T, Tr	275	Clash	Roller	Roller	Roller			3	GeT	1 1/4	1 1/2	1 1/2	Dir	None	1 1/2	Alum	ChS	2320	5-7	3	4.00	1.76	1.00	None	4.90	Eng	Ce	Opt	Yes		189	Oil	Brown-Lipe 60
Brown-Lipe 60**	Trucks	292	Clash	Roller	Roller	Roller			3	GeT	1 1/4	1 1/2	Dir	1 1/2	None		CI&Al	ChS	2320	5-7	2	2.25	1.00	.67	None	None	SeU	Ce	Opt	Yes			Oil	Brown-Lipe 60**
Brown-Lipe 60‡	Buses	275	Clash	Roller	Roller	Roller			4	GeT	1 1/4	1 1/2	1 1/2	1 1/2	Dir	1 1/2	Alum	ChS	2320	5-7	4	4.00	2.84	1.50	1.00	4.81	SeU	C-S	Opt	Yes			Oil	Brown-Lipe 60‡
Campbell D-21	C, T, B	Var.	IndC	Ball	Roller	Plain	12.00	3.50	3	Spec	Non	3/4	3/4	3/4	None	3/4	CastI	2350	2350	6-8	1	3.87	1.71	1.00	None	3.85	E-A	Ce	No			60	†65	Oil	Campbell D-21
Cotta Gear 12	T, Tr		IndC	Ball	Plain	Ball	12.43	5.55	3	Jaw		1 1/2	1 1/2	1 1/2	None	1 1/2		S St	3120	4-5	3	4.51	1.81	1.00	None	6.00	SeU			Yes			NoF	Cotta Gear 12
Cotta Trans A-AAU	T, B	125	IndC	Ball	Ball	Ball	12.50	4.50	4*	Jaw	3/4	3/4	3/4	3/4	3/4	3/4	S St	3120	3120	6-8	4	5.20	3.68	1.86	1.00	4.66	E-A	Ce	Opt	Yes	160†		NoF	Cotta Trans A-AAU
Cotta Trans R&RU	T, B	200	IndC	Ball	Ball	Ball	14.50	4.90	4*	Jaw	1	1	1	1	1	1	S St	3120	3120	5 1/2-7 1/4	4	5.20	3.68	1.86	1.00	4.66	E-A	Ce	Opt	Yes	225†		NoF	Cotta Trans R&RU
Cotta Trans S&SU	T, B	290	IndC	Ball	Ball	Ball	16.50	5.40	4*	Jaw	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	S St	3120	3120	5-7	4	5.20	3.68	1.86	1.00	4.66	E-A	Ce	Opt	Yes	300†		NoF	Cotta Trans S&SU
Cotta Trans T	T, B	375	IndC	Ball	Ball	Ball	18.50	6.00	4	Jaw	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	S St	3120	3120	4 1/2-6	4	5.20	3.68	1.86	1.00	4.66	E-A	C-S	Opt	Yes	335†		NoF	Cotta Trans T
Cotta Trans TS	T, B, Tr	375	IndC	Ball	Ball	Ball	7.18	5.40 6.00	2	Jaw	1 1/4 1 1/2	1 1/4 1 1/2	1 1/4 1 1/2	None	None	None	S St	3120	3120	5-7 4 1/2-6	4	2.00	1.00	None	None	None	SeU	Ce	Opt	Yes	165†		NoF	Cotta Trans TS
Cotta Trans FA	T, RC, Tr	500	IndC	Ball	Ball	Ball	16.00	6.00	3	Jaw	2	2	2	2	None	2	S St	3120	3120	4 1/2-6	3	4.00	2.00	1.00	None	4.12	SeU	C-S	Opt	Yes	400†		NoF	Cotta Trans FA
Covert EB	Cars	125	Clash	Ball	Plain	Plain	5.62	3.25	3	GeT	11/16	5/8	5/8	11/16	None	5/8	CastI	2320	2320	6-8	3	2.86	1.70	1.00	None	3.57	Eng	Ce	Yes	Yes			Oil	Covert EB
Covert JUC	C, T	Var.	IndC	Ball	Roller	Ball	6.56	3.75	3	GeT	3/4	13/16	13/16	13/16	None	13/16	CastI	2320	2320	6-8	3	3.62	1.91	1.00	None	4.46	Eng	Ce	Yes	Yes			Oil	Covert JUC
Covert RA3	Trucks	Var.	IndC	Ball	Roller	Ball	8.37	4.50	3	GeT	1	1	1	1	None	15/16	CastI	2320	2320	6-8	3	3.61	1.60	1.00	None	4.37	SeU	Ce	No	Yes			Oil	Covert RA3
Covert RAP4	Trucks	Var.	IndC	Ball	Roller	Ball	11.37	4.50	4	GeT	1	1	1	1	None	15/16	CastI	2320	2320	6-8	3	3.67	1.60	1.00	None	4.37	Eng	Ce	Yes	Yes			Oil	Covert RU3C
Covert RUP4	Trucks	Var.	IndC	Ball	Roller	Ball	11.37	4.50	4	Jaw	15/16	1 1/4	1	15/16	Dir	1 1/16	CastI	2320	2320	6-8	4	5.20	2.70	1.60	1.00	7.30	SeU	Opt	No	Yes			Oil	Covert RAP4
Covert SB	Trucks	Var.	Clash	Ball	Roller	Ball	13.12	5.20	4	GeT	1 1/8	1 1/16	1 1/4	1 1/8	1 1/8	1 1/4	CastI	2320	2320	5-7	4	5.07	3.04	1.63	1.00	6.76	SeU	Opt	No	Yes			Oil	Covert RUP4
Detroit CN	Cars	90	Clash	B-R	Plain	Plain	5.00	2.75	3	GeT	5/16	7/32	5/16	5/16		1/2	CastI	2320	Spec	8-10	3	3.38	1.61	1.00	None	4.16	Eng	Ce	No	Yes	70		Oil	Detroit CN
Detroit LA	C, T	135	Clash	Ball	R-P	R-P	6.12	3.35	3	GeT	5/8	11/16	1 1/4	7/16	None	11/16	CastI	2320	Spec	7-9	3	3.11	1.69	1.00	None	3.76	E-A	Ce	Opt	Yes	92		Oil	Detroit LA
Detroit KY	C, T	150	Clash	Ball	R-P	R-P	6.62	3.35	3	GeT	3/4	13/16	7/8	7/16	None	3/4	CastI	2320	Spce	7-9	3	3.42	1.85	1.00	None	4.15	E-A	Ce	Opt	Yes	100		Oil	Detroit KY
Detroit R&RU	T, B	200	Clash	Ball	Roller	Ball	9.87	4.42	4	GeT	5/8	1	1	1	1/2	1	CastI	2320	Spec	6-8	4	5.90	3.23	1.75	1.00	7.08	E-A	Ce	No	Yes	180		NoF	Detroit R&RU
Detroit R&RU	Buses	200	Clash	Ball	Roller	Ball	9.87	4.42	4	GeT	5/8	1	1	5/16	1	1	CastI	2320	Spec	6-8	3	3.14	1.70	1.00	.63	3.74	E-A	Ce	No	No	205		Oil	Detroit R&RU
Detroit W	Buses	300	Clash	Ball	Roller	Ball	2.19	5.00	4	GeT	1	1 3/8	1 1/4	1 1/4	9/16	1 3/8	CastI	2320	Spec	6-8	4	6.05	3.47	1.81	1.00	7.00	SeU	Ce	No	Yes	225		NoF	Detroit W
Detroit KL	C, T	150	Clash	Ball	Roller	Roller	6.62	3.35	3	GeT	3/4	13/16	7/8	7/16	None	3/4	CastI	2320	Spec	7-9	3	3.11	1.69	1.00	None	3.76	Eng	Ce	Opt	Yes	100		Oil	Detroit KL
§§Dundore M35	Cars	Var.	Clash	Ball	Plain	Ball	7.00	3.66	3	GeT	3/4	13/16	13/16	13/16	None	13/16	CastI	2345	3220	6-8	3	3.07	1.76	1.00	None	4.01	Eng	Ce	No	Yes	120	85	Oil	§§Dundore M35
§§Dundore R	Cars	Var.	Clash	Ball	Ball	Ball	10.00	4.50	4	GeT	3/4	15/16	15/16	3/4	3/4	15/16	Alum	2345	3250	6-8	3	2.69	1.56	1.00	.73	3.46	E-A	Ce	No	Yes		120	Oil	§§Dundore R
§§Dundore F50	Trucks	Var.	Clash	Ball	Ball	Ball	8.62	4.25	3	GeT	5/8	1	1	Dir	None	1	CastI	2315	2320	6-8	3	3.36	1.90	1.00	None		E-A	Ce	No	Yes	155		Oil	§§Dundore F50
Durston 04700	C, T	125	Clash	Roller	Roller	Plain	5.31	3.31	3	GeT	5/8	1	5/8	5/8	None		CastI	3140	2320	6-8	3	3.09	1.85	1.00	None	3.87	Eng	Ce	No	Yes	75		Oil	Durston 04700
Durston 04800	C, T	125	Clash	Ball	Plain	Plain	5.31	3.31	3	GeT	5/8	1	5/8	5/8	None	5/8	CastI	3140	2320	6-8	3	3.09	1.85	1.00	None	3.87	Eng	Ce	No	Yes	75		Oil	Durston 04800
Fuller TU	Taxi	Var.	Clash	Ball	Ball	Ball	7.00	3.84	3	GeT	3/4	7/8	7/8	1/2	None	7/8	CastI	2320	2320	6-8	3	2.90	1.70	1.00	None	3.50	Eng	Ce	Yes	Yes	163		Oil	Fuller TU
Fuller SU	Trucks	Var.	Clash	Ball	Ball	Ball	7.00	3.84	3	GeT	3/4	7/8	7/8	1/2	None	7/8	CastI	2320	2320	6-8	3	4.00	2.00	1.00	None	4.50	Eng	Ce	Yes	Yes	163		Oil	Duller SU
Fuller GU	T & B	Var.	Clash	Ball	Ball	Ball	8.34	4.50	4	GeT	1	1	7/8	7/8	1/2	1	CastI	2320	2320	6-8	4	4.80	3.00	1.60	1.00	6.50	Eng	Ce	Yes	Yes	214		Oil	Fuller GU
Fuller S	T & B	Var.	Clash	Ball	Ball	Ball	7.00	3.84	3	GeT	3/4	7/8	7/8	1/2	None	11/16	CastI	2320	2320	6-8	3	4.00	2.00	1.00	None	4.50	Se U	Ce	Yes	Yes	100		Oil	Fuller S
Fuller G	T & B	Var.	Clash	Ball	Ball	Ball	8.34	4.50	4	GeT	1	1	7/8	7/8	1/2	1	CastI	2320	2320	6-8	4	4.80	3.00	1.60	1.00	6.50	Se U	Ce	Yes	Yes	129		Oil	Fuller G
Fuller H	T & B	Var.	Clash	Ball	Ball	Ball	12.25	5.25	4	GeT	1 1/4	1 1/2	1 1/4	1 1/4	5/8	1 1/2	CastI	2320	2320	6-8	4	6.30	3.20	1.70	1.00	6.30	Se U	Ce	Yes	Yes	215		Oil	Fuller H
Fuller HU	T & B	Var.	Clash	Ball	Ball	Ball	12.25	5.25	4	GeT	1 1/4	1 1/2	1 1/4	1 1/4	5/8	1 1/2	CastI	2320	2320	6-8	4	6.30	3.20	1.70	1.00	6.30	Eng	Ce	Yes	Yes	295		Oil	Fuller HU
Fuller 2-SC	T & B	Var.	Clash	Ball	Ball	Ball	4.66	3.84	2	GeT	7/8	7/8	1/2	None	None	None	CastI	2320	2320	6-8	2	1.70	1.00	None	None	None	Eng	Ce	Yes	Yes	135		Oil	Fuller 2-SC
Mechanics J	C, T	120	Clash	Ball	Plain	Plain	6.06	3.14	3	GeT	5/16	5/8	11/16	1 1/16	None	5/8	CastI	1045	5150	7-9	3	3.07	1.76	1.00	None	4.02	Eng	Ce	No	Yes	58		Oil	Mechanics J
Mechanics K	Cars	160	Clash	Ball	Roller	R-P	6.50	3.37	3	GeT	11/32	11/16	25/32	1	None	11/16	CastI	5140	5150	7-9	3	3.11	1.69	1.00	None	3.78	Eng	Ce	No	Yes	72	57	Oil	Mechanics K
Muncie Gear T5	C, T	165	Clash	Ball	Plain	Plain	5.87	3.00	3	GeT	9/16	5/8	11/16	Dir	None	5/8	CastI	3120	3120	6-8	3	2.80	1.75	1.00	None	3.62	E-A	Ce	No	Yes	85	60	Oil	Muncie Gear T5
Muncie Gear T23N	C, T	165	Clash	Ball	Roller	Ball	7.00	4.00	3	GeT	3/4	11/16	5/8	Dir	None	13/16	CastI	3120	3120	6-8	3	4.00	2.00	1.00	None	5.33	Eng	Ce	Opt	Yes	117		Oil	Muncie Gear T23N
Muncie Prod 551475	Cars	115	Clash	Ball	Plain	Plain	6.14	3.21	3	GeT	11/16	11/16	5/8	Dir		5/8	CastI	Car	Spec	7-9	3	3.32	1.77	1.00	None	4.27	E-A	Ce	No	Yes	61		Oil	Muncie Prod 551475
Warner Gear T64J	Cars	150	Clash	Ball	Roller	Plain	6.09	3.35	3	GeT	5/16	11/16	3/4	5/8	None	11/16	CastI	1045	5150	7-9	3	3.11	1.69	1.00	None	3.28	Eng	Ce	No	Yes	100		Oil	Warner Gear T64J
Warner Gear T66	C, T	200	Clash	Ball	Roller	Roller	7.13	4.00	3	GeT	3/4	3/4	3/4	7/16	None	3/4	CastI	1045	5150	6-8	3	3.04	1.81	1.00	None	3.70	Eng	Ce	No	Yes	130		Oil	Warner Gear T66
Warner Gear T53	Trucks	220	Clash	Ball	Roller	Ball	11.71	5.00	4	GeT	1	1 1/4	1 1/4	1 1/4	5/8	1 15/64	CastI	2345	2345	5-7	4	4.99	3.16	1.79	1.00	5.78	SeU	Opt	No	Yes	230		Oil	Warner Gear T53
Warner Gear T-68	C, T	125	Clash	Ball	Plain	Plain	5.72	2.75	3	GeT	21/64	11/32	23/64	3/4	None	23/64	CastI	2345	5150	8-10	3	3.07	1.77	1.00	None	4.00	Eng	Ce	No	Yes	85		Oil	Warner Gear T68
Willys-Morrow C-3	Cars	150	Clash	Ball	Plain	Plain	7.12	3.28	3	GeT	11/32	3/4	11/32	3/4	None	3/4	CastI	1045	5150	7-9	3	3.20	1.90	1.00	None	4.10	Eng	Ce	No	Yes	80		Oil	Willys-Morrow C3
Willys-Morrow C	C, T	150	IndC	Ball	Plain	Plain	7.12	3.28	3	GeT	11/16	3/4	11/16	5/16	None	3/4	CastI	1045	ChS	7-9	3	3.20	1.90	1.00	None	4.10	Eng	C-S	No	Yes	80		Oil	Willys-Morrow C

ABBREVIATIONS:
§§—1924 Specifications
**—Auxiliary Transmission
‡—Special Design
†—Semi Steel
*—Optional
§—Maximum varies according to application
a—3rd Ratio
Alum—Aluminum
b—5th Ratio
B—Buses
B & R—Ball & Roller
c—7th Ratio
C—Cars
Car—Carbon Steel
Cast I—Cast Iron
Ce—Center
ChS—Chrome Steel
CI & Al—Cast Iron and Aluminum
C-S—Center or Side
Dir—Direct
E-A—Engine or Amidships
Eng—Unit with Engine
GeT—Gear Teeth
IndC—Individual Clutch
NoF—Non Fluid Oil
Opt—Optional
RC—Rail Cars
R-P—Roller or Plain
SeU—Separate Unit
Spec—Special
S St—Semi Steel
T—Trucks
Tr—Tractors

American Stock

MAKE AND MODEL	Designed For	Maximum Torque of Clutch With Which Engine Can Be Used (Lbs. ft.)	Maximum Torque Capacity of Clutch When New (Lbs. ft.)	Recommended Ratio of Max. Torque Cap. of Clutch to Max. Torque of Engine	Type	Dry or in Oil	Facing Material	Maximum Coefficient of Friction	Thickness of Each Facing (Ins.)	Mean Radius of Each Friction Face (Ins.)	DIAMETER OF FACING		Number of Wearing Faces of Friction Material	Area of Each Friction Face (Sq.Ins.)	No. of Driving Members	No. of Driven Members	Shaft Material (S.A.E. No.)	Disk or Plate Material
											Maximum (Ins.)	Minimum (Ins.)						
American....A	C, T, Tr....	Var....	Var....	Var....	S P....	Dry....	Wo F....	.....	.12	.....	.....	.....	2	.....	1	2	None...	Steel...
Ansted.....	Cars.....	200	475	Var.....	M D....	Dry.....	Mo C....	.05	.12	.....	8.62	6.53	21	498.00‡	5	6	2330	Cr St...
Borg & Beck....9-KP	Cars.....	120	180	1.50	S P....	Dry.....	Wo F....	.30	.12	3.75	8.87	6.12	2	32.40	2	1	None...	Steel...
Borg & Beck....DX	Cars.....	150	250	1.50	S P....	Dry.....	Wo F....	.30	.12	4.15	9.87	6.75	4	40.00	2	1	None...	Cast I...
Borg & Beck....FGX	T & B.....	200	300	1.50	S P....	Dry.....	Wo F....	.30	.12	4.78	11.87	7.25	2	69.50	2	1	None...	Steel...
Borg & Beck....GX	Trucks.....	200	300	1.50	S P....	Dry.....	Wo F....	.30	.12	5.03	11.87	8.25	4	57.00	2	1	None...	Cast I...
Borg & Beck....RGS	T & B.....	200	300	1.50	S P....	Dry.....	Wo F....	.30	.12	4.78	11.87	7.25	4	69.50	2	1	3140	Cast I...
Borg & Beck....11 QL	C & T.....	180	270	1.50	S P....	Dry.....	Wo F....	.30	.12	4.40	10.87	6.75	2	56.00	2	1	None...	Steel...
Borg & Beck....FJX	T & B.....	300	450	1.50	S P....	Dry.....	Wo F....	.30	.12	5.40	13.87	7.75	2	104.00	2	1	.....	Steel...
Brown-Lipe....65	T & B.....	Var.....	Var.....	Var.....	M D....	Dry.....	Mo C....	.....	.18	3.87	9.25	6.25	26	25.00	13	13	2320	Steel...
Brown-Lipe....70	T & B.....	.....	.....	.....	M D....	Dry.....	Mo C....	.....	.18	3.87	9.25	6.25	28	25.00	14	14	2320	Steel...
Brown-Lipe....20	C & T.....	84	84	Var.....	M D....	Dry.....	Wo F....	.....	.15	3.65	8.45	6.25	6	25.00	3	3	2320	Steel...
Brown-Lipe....30	C & T.....	125	125	Var.....	M D....	Dry.....	Wo F....	.....	.15	3.65	8.43	6.25	8	25.00	4	4	2320	Steel...
Brown-Lipe....A	C & T.....	165	165	Var.....	S P....	Dry.....	Wo F....	.....	.12	4.18	9.87	6.87	4	40.00	1	2	2320	Steel...
Brown-Lipe....35	C, T, B Tr...	184	184	Var.....	M D....	Dry.....	Wo F....	.....	.50	3.65	8.43	6.25	10	25.00	5	5	2320	Steel...
Brown-Lipe....50	C, T, B Tr...	208	208	Var.....	M D....	Dry.....	Wo F....	.....	.15	3.65	8.43	6.25	12	25.00	6	6	2320	Steel...
Brown-Lipe....55	T, B, Tr.....	250	250	Var.....	M D....	Dry.....	Wo F....	.....	.15	3.65	8.43	6.25	14	25.00	7	7	2320	Steel...
Brown-Lipe....61	C, T & B....	Var.....	Var.....	Var.....	M D....	Dry.....	Mo C....	.....	.18	3.87	9.25	6.25	20	25.00	10	10	2320	Steel...
Brown-Lipe....60	T, B & Tr...	275	275	Var.....	M D....	Dry.....	Wo F....	.....	.15	3.65	8.43	6.25	16	25.00	8	8	2320	Steel...
Chicago....A	C, T & Tr...	150	180	5.00	S P....	Dry.....	Mo C....	.....	.18	4.50	10.00	6.00	4	125.67	2	2	Nic.....	Cast I...
Cotta Gear....8	T, Tr.....	Var.....	Var.....	Var.....	M D....	Dry.....	Wo F....	.....	.12	3.78	9.00	6.12	16	34.20	8	9	2340	Steel...
Covert Gear....JUC	C, T & B....	122	Var.....	Var.....	M D....	Dry.....	Mo C....	.30	.15	3.68	8.25	8.25	10	.....	5	6	2320	.....
Covert....DC-9	T & B.....	190	Var.....	Var.....	M D....	Dry.....	Mo C....	.30	.15	3.68	8.25	8.25	18	.....	9	10	2320	.....
Detlaff....J	Cars.....	120*	225	2.50	M D....	Dry.....	Wo F....	.36	.12	2.68	7.87	5.43	6	25.48	3	2	None...	Steel...
Detlaff....M	Cars.....	200*	500*	2.50	M D....	Dry.....	Wo F....	.36	.15	3.71	8.37	6.50	14*	21.90	7*	7*	None...	Steel...
Detlaff....H & D	C, T, B & Tr	450*	.....	2.50	M D....	Dry.....	Wo F....	.36	.15	3.71	8.37	6.50	18*	21.90	9*	9*	2320	Steel...
Fuller....HCL	T, B & Tr,...	300*	Var.....	Var.....	M D....	Dry.....	Mo C....	.....	.12	3.50	8.00	6.00	16	.....	8*	6*	2320	Steel...
Fuller....JCL	T, B & Tr...	210*	Var.....	Var.....	M D....	Dry.....	Mo C....	Var.....	.15*	3.50	8.00	6.00	16*	Var.....	8	6	2320	Steel...
Hartford....M-615	T.....	Var.....	Var.....	Var.....	Cone....	Dry.....	Lea.....	Var.....	.25	7.75	2.62§	15.75§	1	130.00	1	1	1035	None...
Hillard....XDG	T, B, Tr....	400	890	2.00	M D....	Dry.....	Wo F....	.30	.12	5.00	10.68	6.87	4	54.20	2	2	None...	Steel...
Hillard....S-6	T, B, Tr....	500	1000	2.00	M D....	Dry.....	Wo F....	.30	.12	5.00	12.00	8.00	6	60.00	3	3	None...	Steel...
Hillard....S-8	T, B, Tr....	625	1250	2.00	M D....	Dry.....	Wo F....	.30	.12	5.00	12.00	8.00	8	60.00	4	4	None...	Steel...
Hoosier....K 94A	C, T & Tr...	150	300	2.00	S P....	Dry.....	Mo C....	.33	.15	3.59	8.87	5.50	2	38.10	1	1	None...	.....
Hoosier....K84AB	C, T, B, Tr..	125	250	2.00	S P....	Dry.....	Mo C....	.33	.15	3.28	7.87	5.25	2	27.00	1	1	None...	.....
Hoosier....K94AB	C, T, B, Tr..	150	300	2.00	S P....	Dry.....	Mo C....	.33	.15	3.59	8.87	5.50	2	38.10	1	1	None...	.....
Hoosier....K910 A	C, T, B, Tr..	210	440	2.00	M D....	Dry.....	Mo C....	.33	.15	3.59	8.87	5.50	4	38.10	2	2	None...	.....
Long....8-C	Cars.....	150	Var.....	Var.....	S P....	Dry.....	Mo C....	.....	.14	3.75	8.75	6.25	2	30.00	2	1	None...	Steel...
Long....9-C	Cars.....	175	Var.....	Var.....	S P....	Dry.....	Mo C....	.....	.14	4.18	9.75	7.00	2	36.00	2	1	None...	Steel...
Long....10	C & T.....	175	Var.....	Var.....	M D....	Dry.....	Mo C....	.....	.14	3.37	7.75	5.75	4	21.00	3	2	None...	Steel...
Long....12	C & T.....	200	Var.....	Var.....	M D....	Dry.....	Mo C....	.....	.14	4.37	9.75	7.75	4	27.50	3	2	None...	Steel...
Long....14	T & B.....	400	Var.....	Var.....	M D....	Dry.....	Mo C....	.....	.14	4.75	11.50	7.50	4	59.50	3	2	None...	Steel...
Merchant & Evans....8US	Cars.....	1500	2250	1.50	S P....	Dry.....	Wo F....	.30	.12	3.31	7.87	5.37	2	26.00	2	1	2330	Cast I...
Merchant & Evans...12US	C, T & B....	2500	3600	1.50	S P....	Dry.....	Wo F....	.30	.12	5.00	11.87	8.25	2	57.00	2	1	2330	Cast I...
Merchant & Evans...12UD	C, T & B....	3500	6000	1.50	M D....	Dry.....	Wo F....	.30	.12	4.87	11.18	7.18	4	58.00	3	2	2330	Cast I...
Merchant & Evans...10US	C, T & Tr...	2000	3000	1.50	S P....	Dry.....	Wo F....	.30	.12	4.15	9.87	6.75	2	41.00	2	1	2330	Cast I...
M. & E. (Hele & Shaw)...	C, B & Tr...	2500*	3200*	1.25	M D....	Oil.....	None.....	.03	Var.....	Var.....	Var.....	Var.....	44*	336.00*	12*	11*	2330	Steel...
Muncie Gear....K23	C & T.....	200	185	Var.....	M D....	Dry.....	Wo F....	.....	.12	3.50	8.00	6.00	12	21.00	6	7	Spec....	Steel...
Rockford....9A	C, T & B....	100	119	1.15	S P....	Opt.....	Wo F....	.37	.15	3.71	8.87	6.00	2	33.50	2	1	None...	1020
Rockford....9B	C, T & B....	100	119	1.15	S P....	Opt.....	Wo F....	.37	.15	3.71	8.87	6.00	2	33.50	2	1	None...	1020
Rockford....10A	C, T & B....	150	175	1.15	S P....	Opt.....	Wo F....	.40	.15	4.18	9.87	6.87	2	39.46	2	1	None...	1020
Twin Disc....8	Cars.....	115	170	1.50	S P....	Dry.....	Wo F....	.30	.12	3.34	7.93	5.43	2	52.43	2	1	None...	Car.....
Yellow....YZ	Buses.....	350	450	1.30	S P....	Dry.....	Wo F....	.37	.25	5.40	14.25	7.37	2	21.00	0	0	None...	Wo F...

ABBREVIATIONS:
§—Width of facing
†—Area of all faces
*—Varies according to load
‡—Maximum diameter of cone
Ann B—Annular Ball
Ball T—Ball Thrust
B—Buses
Bell H—Bell Housing
C—Cars
CrSt—Cold Rolled Steel
Cast I—Cast Iron
Gear T—Gear Teeth
Lea—Leather
MD—Multiple Disc
Mo C—Molded Composition

American Steam Passen

MAKE AND MODEL	Wheelbase (Ins.)	Tire Size (Ins.)	ENGINE									CONDENSER		ELECTRICAL SYSTEM				REAR AXLE					
			Number of Cylinders, Bore and Stroke (Ins.)	Type	Point Suspension	Cylinders		CrankshaftBearings			Oiling System		Make	Type	Generator Make	Battery			Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By
						Head	Number Cast in One Piece	Number	Dimensions		Type	Pump Type				Make	Voltage	Amp. Hrs. Capacity						
									Diameter & Length (Ins.)	Diameter & Length (Ins.)														
†American.....	121	33x4	2–	Verti....	3	Det...	2	2	.....	.....	Splash..	Pist...	Own....	F & T..	Own....	Exide...	12–16	80	Own..	¾ F	Sp B....	1.75	.....	.....
Delling....125	132	32x6-20	3–3¼x4	Verti....	3	Det...	3	4	2½x1½	2½x1½	Fl Pr...	Gear..	Bush....	F & T..	A-L.....	Willa...	6–8	.....	Eaton.	½ F	Sp B....	2.00	Sp..	Sp.
Doble....De Lux	142	32x6	{2–2⅝x5*	Horiz...	3	Det...	2	4	4½x1½	4½x1½	Splash...	Pist...	Own....	F & T..	Bosch...	Willa...	12–16	100	Own..	¾ F	S Sp....	1.50	Sp..	Sp.
Doble....Simplex	126	32x4	{2–4½x5* 4–3 x3	Horiz...	2	Det...	4	3	2 x1½	2 x1½	Splash...	Pist...	Own....	F & T..	Bosch...	Exide...	12–16	100	Own..	¾ F	S Sp....	1.50	Sp..	Sp.
Stanley....SV 252	122	31x4.95	2–4 x5	Horiz...	2	Det...	2	2	Roll...	Roll...	Splash...	Pist...	G & O...	F & T..	Bijur....	Westi...	6–8	100	Own..	½ F	Hel Spur	1.47	Sp..	Sp.

ABBREVIATIONS:
†—1924 specifications
*—Double compound
A-L—Auto-Lite
Art—Artillery
Cn—Cantilever
C&L—Cam and Lever
Det—Detachable
DiM—Direct Mechanical
Ext-Ds—External Drive Shaft
Ext-Fw—External Four Wheel
Ext-Rw—External Rear Wheels
F&T—Fin and Tube
FE—Full Elliptic
FlPr—Full Pressure to all bearings
Gem—Gemmer
Hel-Spur—Helical Spur
Horiz—Horizontal
Hyd—Hydraulic
Int-Rw—Internal Rear Wheels

Clutch Specifications

No. of Springs	PRESSURES (Lbs.) Total Spring Pressure	Total Pressure on Friction Face	Pressure per Sq. Ins. of Friction Surface	Pressure Required at Thrust Bearing to Disengage	Min. Travel of Clutch Throwout Bearing to Complete Disengagement (Ins.)	Overall Outside Diameter of Clutch (Ins.)	Type of Throwout Bearing	DRIVE TAKEN BY From Flywheel to Driving Members of Clutch	DRIVE TAKEN BY From Driven Members of Clutch to Driving Shaft of Clutch	Means of Adjustment	Multiplying Levers or Toggles Used?	Is Clutch Brake Provided?	Sold With Gearset?	Adapted for Use With	Bell Housing (S. A. E.) (Nos.)	Weight (Lbs.)	MAKE AND MODEL
3	400*	1200	Var.	35	.50	10	Plain	Pins	Splines	None	Yes	No	No	Opt	Opt	Var.	American A
3	255	585	27.6	33	.34	9 11/16	Plain	Gear T.		Sp B	Yes	Yes	No	Opt	3	23	Ansted
1	300	1000	30.0	300	.25	10 1/8	Ball T.	Pins	Splines	S C P.	Yes	No	No	Bell H.	3, 4, 5	17	Borg & Beck 9-KP
1	225	1800	45.0	250	.43	11 3/4	Ball T.	Pins	Splines	S C P.	Yes	Yes	No	Bell H.	3, 4, 5	26	Borg & Beck DX
1	275	2200	31.6	300	.50	13 3/8	Ann B.	Pins	Splines	S C P.	Yes	Yes	No	Bell H.	1, 2, 3	37	Borg & Beck FGX
1	275	2200	35.5	300	.50	13 3/8	Ball T.	Pins	Splines	S C P.	Yes	Yes	No	Bell H.	1, 2, 3	34	Borg & Beck GX
1	275	2200	31.6	300	.50	13 3/8	Ball T.	Pins	Splines	S C P.	Yes	Yes	No	Opt	None	52	Borg & Beck RGS
1	300	1500	27.0	300	.37	11 1/4	Plain	Pins	Splines	S C P.	Yes	No	No	Opt	None		Borg & Beck 11 QL
1	275	2200	21.0	300	.37	15 1/2	Ann B.	Keys	Splines	S C P.	Yes	Yes	No	Bell H.	1, 2	54 1/2	Borg & Beck FJX
2	330	330	13.0	330	.31	9 3/4	Ball T.	Gear T.	Keys	Sp B	No	Yes	Opt	Bell H.	1, 2, 3	Var.	Brown-Lipe 65
2	330	330	13.0	330	.31	9 3/4	Ball T.	Gear T.	Keys	Sp B	No	Yes	Opt	Bell H.	1, 2, 3	Var.	Brown-Lipe 70
2	330	330	13.0	330	.18	9 11/16	Ball T.	Gear T.	Keys	Sp B	No	Yes	Opt	Bell H.	3, 4	Var.	Brown-Lipe 20
2	330	330	13.0	330	.18	9 11/16	Ball T.	Gear T.	Keys	Sp B	No	Yes	Opt	Bell H.	2, 3, 4	Var.	Brown-Lipe 30
1	285	1995	50.0	285	.50		Ball T.	Pins	Splines	Th R	Yes	Yes	Opt	Bell H.	2, 3, 4	Var.	Brown-Lipe A
2	330	330	13.0	330	.25	9 11/16	Ball T.	Gear T.	Keys	Sp B	No	Yes	Opt	Bell H.	2, 3, 4	Var.	Brown-Lipe 35
2	330	330	13.0	330	.25	9 11/16	Ball T.	Gear T.	Keys	Sp B	No	Yes	Opt	Bell H.	2, 3	Var.	Brown-Lipe 50
2	330	330	13.0	330	.31	9 11/16	Ball T.	Gear T.	Keys	Sp B	No	Yes	Opt	Bell H.	1, 2, 3	Var.	Brown-Lipe 55
2	330	330	31.0	330	.31	9 3/4	Ball T.	Gear T.	Keys	Sp B	No	Yes	Opt	Bell H.	2, 3	Var.	Brown-Lipe 61
2	330	330	13.0	330	.31	9 11/16	Ball T.	Gear T.	Keys	Sp B	No	Yes	Opt	Bell H.	1, 2, 3	Var.	Brown-Lipe 60
3	150	1500	31.5	150	.31	11	Ball T.	Keys	Splines	Th R	Yes	No	Opt	Bell H.	1, 2, 3	40	Chicago A
1	700	700	20.5	700	.12	11 1/2	Ann B.	Gear T.	Splines	Th R	Yes	No	Opt	Opt	Opt	73	Cotta Gear 8
3	375	Var.	Var.	Var.	.37	11 1/2	Ann B.	Gear T.	Gear T.	Sp B	No	Yes	Yes	Opt	1, 2, 3, 4	Var.	Covert Gear JUC
3	342	Var.	Var.	Var.	.37	11 3/4	Ann B.	Gear T.	Gear T.	Sp B	No	Yes	No	Bell H.	1, 2, 3	Var.	Covert DC-9
3	345	800	2.2	22	.12	10	Ann B.	Pins	Pins	Sp B	No	Yes	No	Bell H.	3, 4, 5	15	Detlaff J
3	375*	Var.	1.2*	20	.25	11 1/2	Ball T.	Gear T.	Gear T.	None	No	No	No	Bell H.	3, 4, 5	33*	Detlaff M
3	450*	Var.	2.8*	35	.25	11 1/2	Ann B.	Gear T.	Gear T.	Sp B	No	Yes	No	Bell H.	1, 2, 3	55*	Detlaff H & D
1	450	450	Var.	450	.37*		Ann B.	Gear T.	Pins	None	No	No	Opt	Bell H.	1, 2, 3, 4, 5	Var.	Fuller HCL
1	350	350	Var.	350	.37*		Ann B.	Gear T.	Pins	None	No	No	Opt	Bell H.	1, 2, 3, 4, 5	Var.	Fuller JCL
1	300	1360	10.5	300	.50	15 3/4	Ball T.	Cone	Uni J.	Sp B	No	No	No	Open F.	None	40	Hartford M-615
1	375	1875	12.0	375	.50	13 3/8	Ann B.	Gear T.	Gear T.	S C P.	Yes	Yes	No	Opt	2, 3	62	Hillard XDG
1	375	1875	16.0	375	.50	15 1/2	Ann B.	Gear T.	Gear T.	S C P.	Yes	Yes	No	Opt	Opt	117	Hillard S-6
1	375	1875	23.0	375	.50	15 1/2	Ann B.	Gear T.	Gear T.	S C P.	Yes	Yes	No	Open F.	None	124	Hillard S-8
1	250	1190	31.0	250	.25	10 7/8	Ball T.	Pins	Splines	Self A.	Yes	No	No	Opt	Opt	15	Hoosier K 94A
3	225	1125	41.0	225	.31	9 3/4		Pins	Splines	Self A.	Yes	No	No	Opt	Opt	9 3/4	Hoosier K84AB
3	255	1275	33.0	255	.31	10 7/8		Pins	Splines	Self A.	Yes	No	No	Opt	Opt	12 1/2	Hoosier K94AB
1	250	1190	31.0	250	.37	10 7/8	Ball T.	Pins	Splines	Self A.	Yes	No	No	None	None	19	Hoosier K910 A
6	Var.	Var.	30.0*	180*	.37		Ball T.	Pins	Splines	None	Yes	No	No	Bell H.	3, 4	Var.	Long 8-C
6	Var.	Var.	30.0*	180*	.37		Ball T.	Pins	Splines	None	Yes	No	No	Bell H.	3, 4	Var.	Long 9-C
6	Var.	Var.	30.0*	180*	.43		Ball T.	Pins	Splines	None	Yes	No	No	Bell H.	3, 4	Var.	Long 10
6	Var.	Var.	30.0*	180*	.43		Ball T.	Pins	Splines	None	Yes	No	No	Blel H.	3, 4	Var.	Long 12
9	Var.	Var.	20.0*	225*	.56		Ann B.	Pins	Splines	None	Yes	No	No	Bell H.	1, 2, 3	Var.	Long 14
6	1200	1200	46.0	185	.50	9 1/4	Ball T.	Pins	Splines	Step R.	Yes	No	No	Bell H.	1, 6	14	Merchant & Evans 8US
6	1200	1200	21.0	150	.50	13 3/8	Ball T.	Pins	Splines	Step R.	Yes	No	No	Bell H.	1, 2, 3, 4	22	Merchant & Evans 12US
6	1200	1200	21.0	150	.50	13 3/8	Ball T.	Pins	Splines	Step R.	Yes	No	No	Bell H.	1, 2, 3, 4	24	Merchant & Evans 12UD
6	1200	1200	29.0	150	.50	11 1/4	Ball T.	Pins	Splines	Step R.	Yes	No	No	Bell H.	1, 2, 3, 4	18	Merchant & Evans 10US
1	300*	300*	48.0*	300*	.62	10 1/2*	Ann B.	Splines	Splines	None	No	Yes	No	Open F.	None	Var.	M. & E. (Hele & Shaw)
1	350	350	1.5	500	.25	11 1/2	Ball T.	Keys	Keys	Sp B	No	Yes	Opt	Bell H.	1, 2, 3, 4, 5	37 1/2	Muncie Gear K23
9	960	960	28.5	134	.37	10 1/4	Ball T.	Pins	Splines	S C P.	No	No	No	Opt	2, 3, 4, 5	Var.	Rockford 9A
6	960	960	28.5	134	.37	10 1/4	Ball T.	Pins	Splines	S C P.	No	No	No	Opt	2, 3, 4, 5	Var.	Rockford 9B
12	1200	1200	30.4	161	.37	11 1/4	Ball T.	Pins	Splines	S C P.	No	No	No	Opt	2, 3, 4, 5	18	Rockford 10A
1	220	1012	19.0	220	.15	8	Ball T.	Pins	Splines	None	Yes	No	No	Opt	Opt	Var.	Twin Disc 8
20	2300	2300	19.0	418	1.50	16	Ann B.	Splines	Splines	None	Yes	Yes	No	Opt	Opt	76	Yellow YZ

Nic—Nickel Steel
Open F—Open Flywheel
Opt—Optional
SCP—Screws on Cover Plate
Self A—Self Adjusting
Step R—Stepped Ring
SP—Single Plate
Sp B—Spring Bolts
T—Trucks
Tr—Tractors
Th R—Threaded Ring
Uni J—Universal Joint
Var—Varies
Wo F—Woven Fabric

ger Car Specification

BRAKES Service Type and Location	Service Braking Area (Sq. Ins.)	Service Application	Emergency Type and Location	Emergency Braking Area (Sq. Ins.)	FRONT AXLE Make	Model	Inclination of Steering Pivots (Deg.)	STEERING GEAR Make	Model	Number of Revolutions Locked to Locked Position of Road Wheels	Outside Diameter of Turning Circle (Ft.)	Type	SPRINGS Front Type	Front Length and Width (Ins.)	Rear Type	Rear Length and Width (Ins.)	FRAME Make	Material	Chassis Lubrication	Wheels Type	MAKE AND MODEL
Ext-Rw.		Di M.	Int-Rw.											40x2	F E.	54 x2½	Own.	P S.	P G.	Disk	†American
Ex-Fw.	360	Hyd.	Ext-Ds.	85	Eaton	8 Hb	O.	Ross.	C.	2	38	C & L.	½ E.	36x2	½ E.	56 x2¼	Own.	P S.	P G.	Disk	Delling 125
Int-Rw.		Di M.	Int-Rw.		Own.		½	Own.		2		W & W.	½ E.	44x2	½ E.	58 x2¼	Own.	P S.	P G.	Wire	Doble De Lux
Ext-Rw.		Di M.	Int-Rw.		Own.		½	Gem	M.	2		W & W.	½ E.		½ E.	58 x2¼	Own.	P S.	O C.	Disk	Doble Simplex
Ext-Fw.	136	Hyd.	Int-Rw.	56	Flint	80 B	1½	Ross.	E.	1½	45	C & L.	½ E.	40x2½	½ E.	58 x2¼	Smi.	P S.	P G.	Art	Stanley SV 252

OC—Oil Cups
PR—Perch Rods
Pist—Piston
PS—Pressed Steel
PG—Pressure Gun
Roll—Roller
½-E—Semi Elliptic
Smi—Smith
½-F—Semi Floating
SpB—Spiral Bevel
Sp—Springs
Stand—Standard
¾-F—Three-quarter Floating
SSp—Straight Spiral
US—United States
Verti—Vertical
Westi—Westinghouse
Willa—Willard
W&W—Worm and Wheel

British Motorcycle Specifications

NAME	ENGINE										TRANSMISSION							MISCELLANEOUS									PRICE	
											Clutch		Gearset	Gear Ratios							Brakes						
	Manufacturer's H. P. Rating	No. of Cylinders	Bore and Stroke (Ins.)	Cylinder Arrangement	Cycle Type	Piston Displacement (Cubic Ins.)	Make	Valve Arrangement	Piston Material	Oiling System	Type	Controlled by	Make	No. of Speeds	Low	Second	High	Drive	Wheelbase (Ins.)	Tire Size (Ins.)	Frame Type	Front	Rear	Starting System	Lighting System	Fuel Tank Capacity (Pints)	Weight of Solo Machine (Lbs.)	Solo £	Standard Combination £
A. J. S.	3½	1	2.91x3.18	Ver...	4	21.3	Own	L...	Al..	S & P.	M P..	H...	Own...	3	14.0	9.3	5.5	Chain..	53	26x2½	R...	Exp...	Exp...	K...	Acet..	12	216	....	....
A. J. S.	3½	1	2.91x3.18	Ver...	4	21.3	Own	O...	Al..	S & P.	M P..	H...	Own...	3	10.3	6.7	5.5	Chain..	53	26x2½	R...	Exp...	Exp...	K...	Acet..	12	208	....	....
A. J. S.	8	2	2.91x3.66	Vee...	4	48.0	Own	L...	Al..	S & P.	M P..	H...	Own...	3	16.0	9.0	5.0	Chain..	57	28x3	R...	Exp...	Exp...	K...	Elec..	18	336	....	....
Ariel	2½	1	2.36x3.46	Ver...	4	15.2	Blackburne	L...	Al..	Spl...	M P..	H...	St. Ar...	3	19.2	10.2	6.5	Chain..	52	26x2¼	R...	V Rim	V Rim	K...	None..	12	196	45	....
Ariel	2½	1	2.36x3.46	Ver...	4	15.2	Blackburne	O...	Al..	Spl...	M P..	H...	Bur....	3	19.2	10.2	6.5	Chain..	52	26x2¼	R...	V Rim	V Rim	K...	None..	10	197	52	....
Ariel	5	1	3.2 x3.74	Ver...	4	30.5	Own	L...	CI..	Spl...	M P..	H...	Own...	3	16.5	8.7	5.3	Chain..	57	26x3	R...	Exp...	V Rim	K...	None..	12	275	60	77
Bat	2¾	1	2.75x3.54	Ver...	4	21.3	J. A. P.	L...	Al..	S & P.	M P..	H...	St. Ar...	3	12.0	9.0	5.5	Chain..	53	26x2½	R...	Exp...	Exp...	K...	None..	12	249	50	....
Bat	8	2	3.36x3.34	Vee...	4	60.0	J .A. P.	L...	Al..	S & P.	M P..	H...	St. Ar...	3	....	....	5.0	Chain..	52	28x3	S...	Exp...	Exp...	K...	None..	16	387	....	110
Beardmore	2¼	1	2.32x3.54	Ver...	4	15.1	Own	L...	Al..	S & P.	M P..	H...	St. Ar...	3	16.8	8.9	5.6	Chain..	53	26x2¼	R...	Con...	Exp...	K...	Acet..	14	194	44	....
Beardmore	2¾	1	2.75x3.54	Ver...	4	21.3	Own	L...	Al..	S & P.	M P..	H...	St. Ar...	3	16.1	8.3	5.5	Chain..	52	26x2¼	R...	Con...	V Rim	K...	Opt...	16	220	52	....
Beardmore	3½	1	3.18x3.77	Ver...	4	30.0	Own	L...	Al..	S& P.	M P..	H...	St. Ar...	3	13.1	8.0	4.9	Chain..	54	28x3	R...	Con...	Con...	K...	Opt...	16	248	60	80
Beardmore	4¼	1	3.5 x3.77	Ver...	4	36.0	Own	L...	CI.	S & P.	M P..	H...	St. Ar...	3	14.6	9.0	5.5	Chain..	54	28x3	S...	Con...	Con...	K...	Opt...	16	280	70	90
Brough	8	2	3.36x3.34	Vee...	4	60.0	J. A. P.	O...	Al..	S & P.	M P..	H...	Own...	3	11.0	5.0	3.7	Chain..	55	28x3	R...	Exp...	Exp...	K...	None..	18	300	170	195
Brough	8	2	3.36x3.34	Vee...	4	60.0	J. A. P.	L...	Al..	S & P.	M P..	H...	St. Ar...	3	11.0	5.6	3.7	Chain..	55	26x3	R...	Exp...	Exp...	K...	Elec..	18	305	150	175
B. S. A.	2½	1	2.48x3.14	Ver...	4	15.2	Own	L...	Al..	S & P.	S P...	H...	Own...	2	11.6	No..	6.2	Chain..	50	24x2¼	R...	V Rim	V Rim	K...	None..	12	180	37	....
B. S. A.	3½	1	2.85x3.36	Ver...	4	21.3	Own	L...	Al..	S & P.	S P...	H...	Own...	3	13.6	7.8	5.7	Chain..	53	26x2¼	R...	V Rim	V Rim	K...	None..	12	195	45	60
B. S. A.	3½	1	2.85x3.36	Ver...	4	21.3	Own	O...	Al..	S & P.	S P...	H...	Own...	3	12.9	7.4	5.4	Chain..	53	26x2½	R...	V Rim	V Rim	K...	None..	12	198	52	67
B. S. A.	5	1	3.14x3.85	Ver...	4	30.4	Own	L...	Al..	S & P.	S P...	H...	Own...	3	12.2	7.0	5.1	Chain..	54	26x2½	R...	V Rim	V Rim	K...	None..	14	260	52	6
B. S. A.	5½	1	3.34x3.85	Ver...	4	33.6	Own	L...	Al..	S & P.	S P...	H...	Own...	3	14.0	8.8	5.5	Chain..	57	26x2½	R...	V Rim	V Rim	K...	None..	17	280	62	79
B. S. A.	7	2	2.99x3.34	Vee...	4	46.5	Own	L...	Al..	S & P.	S P...	H...	Own...	3	12.5	7.8	4.9	Chain..	59	26x3	R...	V Rim	V Rim	K...	None..	20	....	71	88
B. S. A.	8	2	3.14x3.85	Vee...	4	60.0	Own	L...	Al..	S & P.	S P...	H...	Own...	3	12.5	7.8	4.9	Chain....	59	26x3	R...	V Rim	V Rim	K...	None..	20	....	72	89
Calthorpe	1½	1	2.16x2.44	Ver...	2	9.0	Villiers	V...	CI.	Fuel..	M P..	H...		3	....	....	....	Ch & B..	..	24x2	R...	Rim..	V Rim	K...	None..	12	135	29	....
Calthorpe	2¼	1	2.36x3.46	Ver...	4	15.2	Blackburne	L...	CI.	Spl...	M P..	H...	Bur....	3	19.2	10.2	6.5	Chain..	52	24x2¼	R...	Exp...	Exp...	K...	None..	12	197	45	....
Calthorpe	2½	1	2.44x2.71	Ver...	4	15.2	Own	L...	CI.	S & P.	M P..	H...	Bur....	3	19.2	10.2	6.5	Chain..	52	24x2¼	R...	Exp...	Exp...	K...	None..	12	195	38	....
Calthorpe	3½	1	2.91x3.18	Ver...	4	21.3	Own	O...	Al..	S & P.	M P..	H...	Bur....	3	....	....	....	Chain..	56	26x2½	R...	Exp...	Exp...	K...	None..	14	220	48	63
Cedos	2½	1	2.55x2.75	Ver...	2	15.2	Own	V...	CI.	Fuel..	M P..	H...	St. Ar...	3	16.8	8.9	5.6	Ch & B..	52	24x2¼	R...	V Rim	V Rim	K...	None..	14	190	33	....
Cedos	2¾	1	2.67x3.77	Ver...	4	21.3	Bradshaw..	O...	Al..	S & P.	M P..	H...	St. Ar...	3	16.1	8.3	5.5	Chain..	54	26x3	R...	Exp...	Exp...	K...	None..	14	220	60	76
Cedos	8	2	3.36x3.34	Vee...	4	60.0	J. A. P.	L...	Al..	S & P.	M P..	H...	St. Ar...	3	12.0	9.0	5.5	Chain..	58	26x3	R...	Exp...	Exp...	K...	None..	16	350	105	....
Connaught	2¾	1	2.87x2.75	Ver...	2	18.3	Own	V...	CI.	Fuel..	M P..	H...	Bur....	3	16.0	8.5	5.2	Ch & B..	52	26x2¼	R...	V Rim	V Rim	K...	None..	10	165	35	....
Connaught	2¾	1	2.79x3.46	Ver...	4	21.3	Blackburne	L...	Al..	S & P.	M P..	H...	Bur....	3	16.0	8.5	5.2	Chain..	54	26x2½	R...	Exp...	Exp...	K...	None..	20	208	52	....
Connaught	3½	1	2.55x4.20	Ver...	4	21.3	Own	L...	Al..	S & P.	M P..	H...	Bur....	3	16.0	8.5	5.2	Chain..	56	26x2½	R...	Exp...	Exp...	K...	None..	20	210	48	....
Connaught	3½	1	2.67x3.77	Ver...	4	21.3	Bradshaw.	O...	Al..	S & P.	M P..	H...	Bur....	3	16.0	8.5	5.2	Chain..	56	26x2½	R...	Exp...	Exp...	K...	None..	20	230	56	....
Corona	4	1	2.83x4.33	Ver...	4	27.4	Own	L...	CI.	S & P.	M P..	H...	St. Ar...	3	14.0	8.0	4.6	Chain..	54	26x2½	R...	Con...	Con...	K...	Acet..	20	209	50	65
Cotton	2½	1	2.8 x3.46	Ver...	4	21.3	Blackburne	L...	Al..	S & P.	M P..	H...	Bur....	3	14.0	8.2	5.3	Chain..	54	26x2½	R...	Exp...	Exp...	K...	None..	14	190	57	....
Cotton	2¾	1	2.8 x3.46	Ver...	4	21.3	Blackburne	O...	Al..	S & P.	M P..	H...	Bur....	3	11.0	7.7	5.3	Chain..	54	26x2½	R...	Exp...	Exp...	K...	None..	14	195	64	....
Douglas	2¾	2	2.38x2.36	Hor...	4	21.3	Own	L...	CI.	Spl...	None..	....	Own....	2	9.4	No..	6.0	Ch & B..	56	26x2¼	R...	Rim..	V Rim	....	Acet..	10	178	40	....
Douglas	2¾	2	2.24x2.67	Hor...	4	21.3	Own	O...	Al..	Spl...	M P..	H...	Own....	3	....	....	....	Chain..	58	26x2¼	R...	V Rim	V Rim	K...	Acet..	16	....	65	81
Douglas	3½	2	2.67x2.67	Hor...	4	30.0	Own	O...	Al..	Spl...	M P..	H...	Own....	3	....	....	....	Chain..	58	28x2½	R...	V Rim	V Rim	K...	Acet..	16	....	90	105
Douglas	4	2	2.67x3.22	Hor...	4	36.5	Own	O...	Al..	Spl...	M P..	H...	Own....	3	....	....	....	Chain..	58	28x3	R...	V Rim	V Rim	K...	Acet..	16	....	70	86
Dunelt	5	1	3.34x3.46	Ver...	2	30.5	Own	V...	Al..	Spl...	M P..	H...	St. Ar...	3	11.0	7.5	5.8	Chain..	..	26x3	R...	Exp...	Exp...	K...	Opt...	18	250	80	....
Eagle	1¾	1	2.36x2.44	Ver...	2	10.5	J. A. P.	V...	Al..	Fuel..	None..	....	St. Ar...	2	13.0	No..	6.5	Ch & B..	50	24x2	R...	Rim..	V Rim	....	None..	10	140	30	....
Eagle	2¾	1	2.75x3.54	Ver...	4	21.0	J. A. P.	O...	CI.	S & P.	M P..	H...	St. Ar...	3	14.0	8.5	5.2	Chain..	52	26x2½	R...	Exp...	V Rim	K...	None..	16	165	62	....
Eagle	8	2	3.36x3.34	Vee...	4	60.0	J. A. P.	L...	Al..	S & P.	M P..	H...	St. Ar...	3	12.0	7.5	4.5	Chain..	58	28x3	R...	Exp...	Exp...	K...	Elec..	20	320	137	....
Enfield	2¼	1	2.51x2.75	Ver...	2	13.6	Own	V...	CI..	Fuel..	Exp...	H...	Own....	2	9.3	No..	5.4	Chain..	50	24x2¼	R...	Rim..	V Rim	K...	None..	15	155	35	....
Enfield	2¼	1	2.75x3.54	Ver...	4	21.2	Own	L...	Al..	S & P.	M P..	H...	St. Ar...	3	14.0	7.5	5.2	Chain..	52	26x2¼	R...	Exp...	V Rim	K...	None..	15	210	47	61
Enfield	2¾	1	2.75x3.54	Ver...	4	21.2	Own	O...	Al..	S & P.	M P..	H...	St. Ar...	3	14.0	7.5	5.2	Chain..	52	26x2¼	R...	Exp...	Exp...	K...	None..	15	220	55	69
Enfield	8	2	3.36x3.34	Ver...	4	60.0	Own	L...	Al..	S & P.	M P..	H...	St. Ar...	3	12.0	7.5	4.5	Chain..	58	28x3	R...	V Rim	V Rim	K...	None..	16	325	....	90
Excelsior	1½	1	2.16x2.44	Ver...	2	9.0	Villiers	V...	CI.	Fuel..	None..	....	Albion..	2	12.2	No..	7.5	Ch & B.	48	24x2	R...	Rim..	V Rim	P...	None..	9	130	28	....
Excelsior	1¾	1	2.24x2.63	Ver...	2	10.5	Villiers	V...	CI.	Fuel..	M P..	H...	Albion..	3	14.7	9.2	6.0	Chain..	52	24x2¼	R...	Rim..	V Rim	K...	None..	9	160	37	....
Excelsior	2½	1	2.63x2.75	Ver...	2	15.2	Villiers	V...	CI.	Fuel..	M P..	H...	St. Ar...	3	16.2	8.8	5.5	Chain..	54	24x2¼	R...	Rim..	V Rim	K...	None..	12	190	40	....
Excelsior	2¾	1	2.67x3.77	Ver...	4	21.3	Bradshaw.	O...	Al..	S & P.	M P..	H...	Moss...	3	14.0	7.5	5.0	Chain..	56	26x3	R...	Exp...	Exp...	K...	None..	20	230	58	70
Excelsior	4½	1	3.34x3.81	Ver...	4	33.5	Blackburne	S...	Al..	S & P.	M P..	H...	Moss...	3	16.5	8.2	5.6	Chain..	56	26x3	R...	Exp...	Exp...	K...	None..	20	230	61	72
Francis Barnett	1½	1	2.16x2.44	Ver...	2	9	Villiers	V...	CI.	Fuel..	M P..	H...	Albion..	2	10.8	No..	6.8	Ch & B..	50	24x2	R...	V Rim	V Rim	K...	None..	12	110	27	....
Francis Barnett	1¾	1	2.63x2.75	Ver...	2	15.2	Villiers	V...	CI.	Fuel..	M P..	H...	Albion..	3	16.0	10.5	6.8	Chain..	54	24x2¼	R...	V Rim	V Rim	K...	None..	12	147	39	....
Hudson	3½	1	2.75x3.54	Ver...	4	21.2	Own	L...	Al..	S & P.	S P...	H...	Own....	3	17.0	9.5	6.3	Chain..	52	26x2¾	R...	Exp...	Exp...	K...	Acet..	14	240	53	68
Hudson	3½	1	2.75x3.54	Ver...	4	21.2	Own	O...	Al..	S & P.	S P...	H...	Own....	3	15.0	8.5	5.6	Chain..	52	26x2¾	R...	Exp...	Exp...	K...	Acet..	16	230	60	75
Hudson	5	1	3.12x3.92	Ver...	4	30.5	Own	L...	Al..	S & P.	S P...	H...	Own....	3	16.0	8.6	5.7	Chain..	52	26x2¾	R...	Exp...	Exp...	K...	Acet..	14	250	58	68
Hudson	6	1	3.42x3.92	Ver...	4	36.6	Own	L...	Al..	S & P.	S P...	H...	Own....	3	12.5	7.0	4.7	Chain..	52	26x2¾	R...	Exp...	Exp...	K...	Acet..	14	260	60	75
Humber	2¾	1	2.95x3.11	Ver...	4	21.3	Own	L...	Al..	S & P.	M P..	H...	Own....	3	16.6	9.9	6.0	Chain..	54	26x2½	R...	Exp...	V Rim	K...	None..	12	225	50	66
Imperial	2¾	1	2.75x2.99	Ver...	4	18.0	J. A. P.	L...	Al..	Spl...	M P..	H...	Own....	3	17.0	9.0	6.0	Chain..	53	26x2¼	R...	Exp...	Exp...	K...	None..	12	180	52	66
Imperial	3½	1	2.75x3.54	Ver...	4	21.3	J. A. P.	L...	Al..	Spl...	M P..	H...	Own....	3	15.5	8.2	5.4	Chain..	54	26x2¼	R...	Exp...	Exp...	K...	None..	12	220	44	....
Imperial	3½	1	2.91x3.14	Ver...	4	21.3	J. A. P.	O...	Al..	S & P.	M P..	H...	Own....	3	12.2	8.2	5.4	Chain..	54	26x2½	R...	Exp...	Exp...	K...	None..	12	205	60	....
Imperial	8	2	3.36x3.34	Vee...	4	60.0	J. A. P.	L...	Al..	S & P.	M P..	H...	Own....	3	13.2	8.8	4.8	Chain..	63	28x3	R...	Exp...	Exp...	K...	None..	20	353	76	97
James	2½	1	2.51x3.04	Ver...	4	15.2	Own	L...	Al..	S & P.	M P..	H...	Own....	2	6.7	No..	12.0	Chain..	52	26x2¼	R...	Rim..	V Rim	K...	None..	12	190	44	....
James	3	1	2.87x3.26	Ver...	4	21.3	Own	O...	Al..	S & P.	M P..	H...	Own....	3	10.6	7.1	5.1	Chain..	54	26x2½	R...	Exp...	Exp...	K...	None..	12	238	73	94
James	3½	2	2.51x3.04	Vee...	4	30.5	Own	L...	Al..	S & P.	M P..	H...	Own....	3	14.7	8.3	5.1	Chain..	56	26x2½	R...	Exp...	Exp...	K...	None..	12	236	68	83
James	4	1	3.34x3.81	Ver...	4	33.5	Own	L...	Al..	S & P.	M P..	H...	Own....	3	17.3	9.1	5.1	Chain..	56	26x3	R...	Exp...	Exp...	K...	None..	16	290	63	80
James	2¾	1	2.79x3.46	Ver...	4	21.3	Blackburne	O...	Al..	S & P.	M P..	H...	Bur....	3	....	....	....	Chain..	56	26x2½	R...	Exp...	Exp...	K...	None..	12	260	60	....
Levis	2	1	2.44x2.75	Ver...	2	12.8	Own	V...	CI.	S & P.	M P..	H...	St. Ar...	3	14.0	8.5	5.2	Ch & B..	51	24x2¼	R...	Rim..	V Rim	K...	None..	10	140	36	....
Levis	2½	1	2.63x2.75	Ver...	2	15.2	Own	V...	CI.	S & P.	M P..	H...	St. Ar...	3	14.0	8.5	5.2	Chain..	53	26x2½	R...	Exp...	Exp...	K...	None..	10	150	41	....
McKenzie	1¾	1	2.16x2.44	Ver...	2	9.0	Own	V...	CI.	Fuel..	M P..	H...	Albion..	2	13.0	....	6.5	Ch & B..	48	24x2	R...	Rim..	V Rim	K...	None..	6	120	28	....
Martinsyde	6	2	2.75x3.46	Vee...	4	41.0	Own	I...	CI.	S & P.	M P..	H...	Own....	3	....	....	5	Chain..	..	26x3	R...	V Rim	V Rim	K...	None..	20	....	....	95
Matchless	3	1	2.71x2.59	Ver...	4	21.3	Own	L...	Al..	S & P.	M P..	H...	St. Ar...	3	15.8	8.1	5.4	Chain..	55	26x2½	R...	Exp...	Exp...	K...	None..	12	220	48	64
Matchless	3	1	2.71x2.59	Ver...	4	21.3	Own	O...	Al..	S & P.	M P..	H...	St. Ar...	3	15.8	8.1	5.4	Chain..	55	26x2½	R...	Exp...	Exp...	K...	None..	16	225	65	....
Matchless	5	1	3.5 x3.75	Ver...	4	36.5	Own	O...	Al..	S & P.	M P..	H...	St. Ar...	3	13.4	6.9	4.6	Chain..	59	26x3	R...	Exp...	Exp...	K...	None..	16	300	67	95
Matchless	8	2	3.36x3.36	Vee...	4	60.0	Own	L...	Al..	S & P.	M P..	H...	St. Ar...	3	13.4	6.9	4.6	Chain..	59	26x3	R...	Exp...	Exp...	K...	None..	16	314	74	92
Match'ess	8	2	3.36x3.36	Vee...	4	60.0	Own	L...	Al..	S & P.	Co...	H...	Own....	3	12.9	7.7	4.6	Chain..	62	28x3	S...	Exp...	Exp...	K...	Opt...	16	....	....	120
Matchless	8	2	3.36x3.36	Vee...	4	60.0	Own	L...	Al..	S & P.	Co...	H...	Own....	3	12.9	7.7	4.6	Chain..	62	28x3	S...	Exp...	Exp...	K...	Opt...	16	....	....	....
Montgomery	1¾	1	2.28x2.44	Ver...	2	10.6	J. A. P.	V...	Al..	Fuel..	S P...	H...	Albion..	2	13.0	No..	6.5	Ch & B..	52	26x2¼	R...	V Rim	V Rim	No..	None..	12	140	28	....
Montgomery	3½	1	2.67x3.77	Ver...	4	21.3	Bradshaw..	O...	Al..	S & P.	M P..	H...	St. Ar...	3	15.0	8.2	5.2	Chain..	56	26x2½	R...	Exp...	Exp...	K...	None..	16	230	62	74
Montgomery	6	1	3.34x4.13	Ver...	4	36.6	J. A. P.	L...	Al..	S & P.	M P..	H...	St. Ar...	3	13.0	6.8	4.5	Chain..	56	26x3	R...	Exp...	Exp...	K...	Elec..	16	280	86	104
Montgomery	8	2	3.26x3.62	Vee...	4	61.0	Anzani	O...	Al..	S & P.	M P..	H...	St. Ar...	3	10.2	5.2	3.5	Chain..	62	28x3¼	R...	Exp...	V Rim	K...	Elec..	14	350	145	155

ABBREVIATIONS:

Acet—Acetylene
Al—Aluminum
Bur—Burman
Ch & B—Chain and Belt
C I—Cast Iron
Con—Contracting Band
Elec—Electric
Exp—Expanding Shoes
Fuel—Oil Mixed with Fuel
H—Hand
Hor—Horizontal
Inc—Inclined
K—Kick Start
L—Valves at Side
M-P—Multi-Plate
O—Overhead Valves
Pres—Pressure to Crankshaft Bearing and Big-Ends
P—Push Start
R—Rigid at Rear
S—Sprung at Rear
S & P—Splash and Pressure
Spl—Splash
SP—Single Plate
St. Ar—Sturmey Archer
V—Valveless Two-Stroke
Ver—Vertical
(1)—Water Cooled
(2)—4 Valves per Cyl.
(3)—Overhead Crankshaft.

British Motorcycle Specifications (Continued)

NAME	ENGINE										TRANSMISSION								MISCELLANEOUS									PRICES	
											Clutch		Gearset	Gear Ratios								Brakes							
	Manufacturer's H. P. Rating	No. of Cylinders	Bore and Stroke (Ins.)	Cylinder Arrangement	Cycle Type	Piston Displacement (Cubic Ins.)	Make	Valve Arrangement	Piston Material	Oiling System	Type	Controlled by	Make	No. of Speeds	Low	Second	High	Drive	Wheelbase (Ins.)	Tire Size (Ins.)	Frame Type	Front	Rear	Starting System	Lighting System	Fuel Tank Capacity (Pints)	Weight of Solo Machine (Lbs.)	Solo £	Standard Combination £
Ner-a-Car	2½	1	2.75x2.91	Ver...	2	17.0	Own	V...	C I.	Fuel.	M P.	H...	St. Ar...	3	15.8	8.1	5.4	Chain...	59	26x2¼	R...	Exp...	Exp...	K...	Acet..	14	190	50	....
Ner-a-Car	2¾	1	2.79x3.46	Ver...	4	21.3	Blackburne	L...	Al..	S & P.	M P.	H...	St. Ar...	3	16.0	8.2	5.5	Chain...	58	28x3	R...	Exp...	Exp...	K...	Acet..	16	250	60	82
Norton	3½	1	3.11x3.93	Ver...	4	30.5	Own	L...	Al..	Spl..	M P.	H...	St. Ar...	3	7.5	5.2	4.5	Chain...	54	28x3	R...	Exp...	Exp...	K...	None..	14	252	65	84
Norton	4	1	3.22x4.72	Ver...	4	38.0	Own	L...	Al..	Spl..	M P.	H...	St. Ar...	3	7.5	5.2	4.5	Chain...	54	28x3	R...	Exp...	Exp...	K...	None..	16	278	70	90
Norton	3½	1	3.11x3.93	Ver...	4	30.5	Own	O...	Al..	Spl..	M P.	H...	St. Ar...	3	7.2	5.2	4.0	Chain...	54	28x3	R...	Exp...	Exp...	K...	None..	14	275	80	100
N.U.T	5	2	2.75x3.58	Vee...	4	42.7	Own	L...	Al..	S & P.	M P.	H...	St. Ar...	3	11.2	5.8	3.8	Chain...	55	28x3	R...	Exp...	Exp...	K...	Elec..	14	280	70	87
O. K	2½	1	2.75x2.99	Ver...	2	18.2	Own	V...	C I.	S & P.	M P.	H...	Bur	3	13.0	8.1	5.1	Chain...	55	26x2½	R...	Exp...	V Rim	K...	None..	12	190	42	55
O. K	2½	1	2.36x3.46	Ver...	4	15.2	Blackburne	O...	Al..	S & P.	M P.	H...	Moss...	3	12.8	7.3	6.0	Chain...	55	28x3	R...	Exp...	Exp...	K...	None..	12	202	60	75
O. K	3½	1	2.79x3.46	Ver...	4	21.3	Blackburne	O...	Al..	S & P.	M P.	H...	Moss...	3	12.8	7.3	6.0	Chain...	55	28x3	R...	Exp...	Exp...	K...	None..	12	220	62	78
Peters	3½	1	2.99x2.99	Ver...	2	21.3	Own	V...	C I.	Spl..	M P.	H...	Bur	3	13.0	7.5	4.5	Chain...	52	26x2½	S...	V Rim	V Rim	K...	Elec..	20	192	50	....
P & M	3½	1	3.30x3.54	Ver...	4	30.5	Own	O...	Al..	S & P.	M P.	H...	Own...	4	11.5	8.0	4.4	Chain...	54	28x3	R...	Exp...	Exp...	K...	None..	16	290	75	95
Pullin	3½	1	3.11x2.79	Hor...	2	21.3	Own	V...	C I.	Fuel.	S P.	H...	Own...	2	9.0	No..	5.0	Chain...	56	26x2¼	S...	Exp...	Exp...	K...	Elec..	20	190	50	....
Quadrant	3½	1	3.11x3.93	Ver...	4	30.3	Own	L...	C I.	Spl..	M P.	H...	Bur	3	10.0	7.4	5.0	Chain...	56	26x2½	R...	Exp...	V Rim	K...	Acet..	12	225	50	70
Quadrant	3½	1	3.11x3.93	Ver...	4	30.3	Own	O...	Al..	S & P.	M P.	H...	Bur	3	10.0	7.4	5.0	Chain...	56	26x2½	R...	Exp...	V Rim	K...	Elec..	12	230	62	80
Quadrant	4½	1	3.34x4.33	Ver...	4	38.0	Own	L...	C I.	Spl..	M P.	H...	Bur	3	11.5	8.4	5.7	Chain...	58	28x3	R...	Exp...	V Rim	K...	Acet..	16	260	55	75
Radco	2½	1	2.63x2.75	Ver...	2	15.2	Own	V...	C I.	S & P.	M P.	H...	Bur	3	11.5	8.4	5.7	Chain...	52	24x2¼	R...	Rim	Con...	K...	Elec..	11	168	48	66
Raleigh	2¾	1	2.79x3.46	Ver...	4	21.3	Own	O...	Al..	S & P.	M P.	H...	St. Ar...	3	10.5	7.0	5.5	Chain...	53	26x2½	R...	V Rim	Exp...	K...	None..	14	225	58	....
Raleigh	3	1	2.99x3.46	Ver...	4	24.4	Own	L...	Al..	Spl..	M P.	H...	St. Ar...	3	16.0	8.2	5.5	Chain...	53	26x2½	R...	V Rim	Exp...	K...	None..	14	235	....	69
Raleigh	7	2	2.99x3.46	Vee...	4	48.0	Own	L...	Al..	S & P.	M P.	H...	St. Ar...	3	16.2	8.6	5.6	Chain...	58	26x3	R...	V Rim	Exp...	K...	None..	16	300	68	90
Rover	2¾	1	2.91x3.14	Ver...	4	21.2	Own	L...	Al..	S & P.	M P.	H...	Own...	3	15.5	9.3	5.5	Chain...	54	26x2½	R...	Exp...	Exp...	K...	None..	12	240	55	....
Rudge	2¾	1	2.75x3.54	Ver...	4	21.3	Own	O...	Al..	S & P.	M P.	H...	Own...	4	17.0	11.0	7.0	Chain...	58	26x2½	R...	Exp...	Exp...	K...	Elec..	17	270	63	80
Rudge	3½	1	3.34x3.46	Ver...	4	30.5	Own	O...	Al..	S & P.	M P.	H...	Own...	4	14.5	10.0	6.5	Chain...	60	28x3	R...	Exp...	Exp...	K...	Elec..	17	315	69	89
Scott (1)	4½	2	2.75x2.49	Inc...	2	28.5	Own	V...	Al..	Spl..	Exp...	H...	Own...	2	5.4	No..	3.75	Chain...	53	26x2½	R...	Exp...	Exp...	K...	None..	14	211	66	87
Scott (1)	5	2	2.67x2.67	Inc...	2	30.5	Own	V...	Al..	Spl..	M P.	F...	Own...	3	12.7	6.9	4.5	Chain...	55	28x3	R...	Exp...	Exp...	K...	None..	24	235	84	105
Scott (1)	5½	2	2.87x2.49	Inc...	2	32.0	Own	V...	Al..	Spl..	Exp...	F...	Own...	2	8.0	No..	4.26	Chain...	53	28x3	R...	Exp...	Exp...	K...	None..	24	240	75	100
Scott (1)	6	2	2.94x2.67	Inc...	2	36.6	Own	V...	Al..	Spl..	M P.	H...	Own...	3	11.6	6.3	4.1	Chain...	55	28x3	R...	Exp...	Exp...	K...	None..	24	265	90	115
Sunbeam	2¾	1	2.75x3.54	Ver...	4	21.3	Own	O...	Al..	S & P.	M P.	H...	Own...	3	11.0	7.4	4.9	Chain...	55	26x2½	R...	Exp...	Exp...	K...	None..	12	260	89	120
Sunbeam	3½	1	3.03x4.15	Ver...	4	30.4	Own	L...	Al..	S & P.	M P.	H...	Own...	3	9.7	6.5	4.3	Chain...	55	26x2½	R...	Exp...	Exp...	K...	None..	12	265	86	116
Sunbeam	3½	1	3.34x3.46	Ver...	4	30.5	Own	L...	Al..	S & P.	M P.	H...	Own...	3	13.7	8.2	4.9	Chain...	56	26x2½	R...	Exp...	Exp...	K...	None..	16	280	86	116
Sunbeam	3½	1	3.14x3.85	Ver...	4	30.5	Own	O...	Al..	S & P.	M P.	H...	Own...	3	9.7	6.5	4.3	Chain...	56	26x2½	R...	Exp...	Exp...	K...	None..	9	270	100	130
Triumph	2½	1	2.64x2.75	Ver...	2	15.0	Own	V...	C I.	Fuel.	S P.	H...	Own...	2	8.4	No..	5.0	Ch & B.	48	24x2¼	R...	Rim	V Rim	K...	Elec..	9	145	40	....
Triumph	3½	1	2.83x3.34	Ver...	4	21.3	Own	L...	Al..	S & P.	M P.	H...	Own...	3	12.5	8.3	5.5	Chain...	51	26x2½	R...	Exp...	V Rim	K...	Elec..	16	225	63	....
Triumph	5	1	3.30x3.50	Ver...	4	30.5	Own	L...	C I.	Spl..	S P.	H...	Own...	3	14.1	8.2	5.0	Chain...	55	26x2½	R...	Con...	V Rim	K...	Elec..	14	236	50	67
Triumph	5	1	3.18x3.70	Ver...	4	30.5	Own	O[2].	Al..	Spl..	M P.	H...	Own...	3	13.3	8.0	4.7	Chain...	56	26x3	R...	Exp...	V Rim	K...	Elec..	16	240	77	107
Triumph	5½	1	2.95x3.81	Ver...	4	33.5	Own	L...	C I.	Spl..	M P.	H...	Own...	3	13.3	8.0	4.7	Chain...	56	26x3	R...	Exp...	V Rim	K...	Elec..	16	242	75	97
Velocette	2½	1	2.48x3.14	Ver...	2	15.2	Own	V...	C I.	S & P.	M P.	H...	Own...	3	13.0	8.0	5.0	Chain...	52	24x2½	R...	Exp...	Exp...	K...	None..	12	180	50	....
Velocette	2¾	1	2.91x3.18	Ver...	4	21.3	Own	O[3].	Al..	S & P.	M P.	H...	Own...	3	14.0	8.0	5.5	Chain...	54	26x2½	R...	Exp...	Exp...	K...	None..	11	220	65	....
Victor	3½	2	2.48x2.95	Hor...	4	30.5	Own	O...	Al..	Pres.	M P.	H...	St. Ar...	3	11.0	8.5	5.0	Chain...	56	26x3	R...	Exp...	Exp...	K...	Elec..	16	242	85	105
Victor	6	2	2.95x3.07	Hor...	4	42.5	Own	L...	Al..	S & P.	M P.	H...	St. Ar...	3	13.2	9.0	5.2	Chain...	57	28x3	R...	Exp...	Exp...	K...	Opt...	20	290	80	93
Wooler	2¾	2	2.38x2.36	Hor...	4	21.3	Own	O[3].	Al..	S & P.	Co...	H...	Own...	3	10.0	8.5	5.0	Chain...	54	26x2¼	S...	Exp...	Exp...	K...	Opt...	17	186	66	82
Wooler	3½	2	2.59x2.87	Hor...	4	30.5	Own	O[3].	Al..	S & P.	Co...	H...	Own...	3	10.0	8.5	5.0	Chain...	54	26x3	S...	Exp...	Exp...	K...	Opt...	17	218	76	93
Zenith	3	1	2.75x3.54	Ver...	4	21.3	J. A. P.	L...	C I.	S & P.	M P.	H...	St. Ar...	3	17.5	9.0	6.0	Chain...	53	26x2¼	R...	Exp...	V Rim	K...	None..	12	198	51	....
Zenith	3½	1	2.91x3.14	Ver...	4	21.3	J. A. P.	O...	Al..	S & P.	M P.	H...	St. Ar...	3	11.0	7.3	5.7	Chain...	53	26x2¼	R...	Exp...	V Rim	K...	None..	12	216	67	....
Zenith	4¼	1	2.95x3.81	Ver...	4	33.5	Blackburne	L...	Al..	S & P.	S P.	H...	Bur	3	13.0	7.3	4.6	Chain...	54	26x2½	R...	Exp...	V Rim	K...	None..	14	243	58	....
Zenith	6	2	2.75x3.46	Vee...	4	42.0	J. A. P.	L...	C I.	S & P.	M P.	H...	St. Ar...	3	15.2	7.8	5.2	Chain...	26	26x3	R...	Exp...	V Rim	K...	None..	18	274	70	88
Zenith	7	2	3.36x3.34	Vee...	4	60.0	J. A. P.	L...	Al..	S & P.	M P.	H...	St. Ar...	3	13.0	6.7	4.4	Chain...	59	26x3	R...	V Rim	V Rim	K...	None..	20	346	118	143

United States Exports of Spark Plugs, Magnetos, etc.

COUNTRY	1922 Value	1923 Value	1924 Value
Europe			
Austria	.....	$76	.....
Azores	.....	50	.....
Belgium	$9,602	28,106	$39,190
Czeschoslevakia	763	796	425
Denmark	17,809	16,131	34,497
Esthonia	.....	4,034	494
Finland	6,289	6,305	9,873
France	85,205	230,081	386,142
Germany	150	328	1,975
Gibraltar	390	410	.....
Greece	1,171	1,424	4,540
Hungary	.....	.....	282
Iceland and Faroe Islands	146	257	165
Italy	5,139	25,797	82,217
Latvia	50	.....	71
Lithuania	.....	200	.....
Malta, Gozo and Cyprus	150	100	.....
Netherlands	11,224	14,624	16,777
Norway	7,074	6,626	2.855
Poland and Danzig	699	592	.....
Portugal	135	2,470	2.485
Rumania	.....	.....	.....
Russia	.....	2,132	2.948
Spain	33,646	37,322	39,226
Sweden	20,937	27,955	25,800
Switzerland	386	6,061	1.480
Turkey	1,412	503	347
Ukraine	.....	720	.....
England	56,526	49,126	112,537
Scotland	176	841	.....
Yugoslavia	360	70	.....
Oceania			
Australia	46,296	92,581	68,125
New Zealand	9,307	23,928	31,118
British Oceania	413	378	747
French Oceania	890	198	1.190
Other Oceania	149	186	302
North and South America			
Canada	440,351	625,846	443,450
British Honduras	1,035	1,130	862
Costa Rica	426	441	828
Guatemala	443	850	1,160
Honduras	2,657	4,718	3,213
Nicaragua	1,280	2,062	1,141
Panama	7,327	10,733	11,403
Salvador	534	546	1,288
Mexico	31,658	28,678	34,138
Miquelon	33	.....	.....
Newfoundland	652	2,442	4,816
Barbados	906	2,150	656
Jamaica	1,106	1,419	1,615
Trinidad and Tobago	2,826	3,081	1,303
Other British West Indies	1,318	787	867
Cuba	26,415	34,365	45,881
Dominican Republic	2,423	3,561	2,921
Dutch West Indies	296	230	464
French West Indies	64	122	46
Haiti	293	145	1,048
Virgin Islands	50	50	85
Argentina	79,398	89,521	95,221
Bolivia	.....	43	752
Brazil	20,483	15,816	31,535
Chile	3,308	11,980	11,380
Colombia	3,178	5,783	4,526
Ecuador	1,659	1,843	630
British Guiana	1,008	2,851	1,412
Dutch Guiana	126	334	215
French Guiana	37	69	113
Paraguay	.....	.....	117
Peru	6,604	6,491	9,937
Uruguay	2,363	3,566	7,212
Venezuela	3,604	5,621	8,874
Asia			
Aden	385	747	118
British India	12,921	12,228	22,530
Ceylon	213	2,981	4,983
Straits Settlements	6,366	23,015	9,617
China	4,017	5,560	9,894
Chosen	1,092	780	1,008
Java and Madura	8,776	16,476	21,901
Other Dutch East Indies	932	3,045	1,714
French Indo-China	.....	56	571
Hejaz, Arabia and Iraq	.....	2,207	2,403
Hongkong	1,090	3,595	1,408
Japan	58,241	116,759	138,699
Kwantung	22	89	12,793
Palestine and Syria	3,565	4,626	3,297
Philippine Islands	8,135	26,571	40,212
Siam	2,767	1,242	3,078
Turkey in Asia	.....	85	1,226
Other Asia	.....	.....	35
Africa			
Belgian Congo	.....	.....	21
British West Africa	3,629	6,856	4,729
British South Africa	11,645	11,858	18,244
British East Africa	162	562	1,683
Canary Islands	4	370	430
Egypt	5,075	4,604	9,953
Algeria and Tunis	524	893	946
Other French Africa	387	110	385
Liberia	.....	152	30
Morocco	1,184	1,861	3,113
Other Portuguese Africa	133	157	81
Italian Africa	.....	.....	100
Spanish Africa	882	.....	.....
Total	$1,092,502	$1,695,167	$1,910,038

American Motorcycle Specifications

MAKE AND MODEL	ENGINE														IGNITION AND LIGHTING SYSTEM					
										Carbureter		Oiling System				Ignition		Lighting		
	Type	Number of Cylinders—Bore and Stroke (Ins.)	Cycle	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Valve Arrangement	Piston Material	Make	Size (Ins.)	Type	Pump Type	Lubricant Type	Type	Current Source	Make	Stock or Optional	Type	Make
Ace	F	Vert..	4-2¾x3¼	4	2.10	20-3400	77.2	OhI Si E..	AlumA*.	Schebler...	1	Splash...	Gear..	OO...	Ge & Ig SeU.....	Mag..	Split....	Stk...	Ele...	Split....
Cleveland	25SE	Vert..	1-2¾x2 11/16	2	13.02	.....	16.7	3 Port.....	Cast I...	Zenith.....	¾	Splash...	None..	OG...	Ge & Ig SeU.....	Mag..	Bosch...	Opt*..	Ele...	Split....
Cleveland	F-25	Vert..	1-2¾x3 11/16	4	3.02	.....	21.2	Si bi Si....	Cast I...	Schebler...	1	Splash..	Pist..	OO...	Ge & Ig SeU.....	Mag..	Bosch...	Stk...	Ele...	Split....
Emblem	106	Vee...	2-2¾x3	4	5.51	5-1800	50.0	OhI Si E..	Cast I...	Schebler...	¾	Splash...	None..	OO...	Ign Syst only....	Mag..	Eric....	Stk...	Gas...	Anny...
Excelsior	1925	Vee...	2-3 5/16x3½	4	10.51	16-3600	61.0	OhI Si E..	Cast I...	Schebler...	1	Sp-Pr...	Pist...	OO...	Ge & Ig SeU.....	Mag..	Split....	Stk...	Ele...	Split....
Excelsior	"SuperX"	Vee...	2-3x3 7/32	4	10.51	16-3600	45.0	OhI Si E..	Cast I...	Schebler...	1	Sp-Pr...	Pist...	OO...	Ge & Ig SeU.....	Mag..	Split....	Stk...	Ele...	Split....
Evans Power Cycle	G	Vert..	1-2 x1¾	2	.....	1.5-3000	5.5	3 Port.....	Cast I...	Own.....	5/8	Splash...	None..	OG...	Ge & Ig Comb...	Mag..	Bosch...	Stk...	Ele...	Bosch...
Harley-Davidson	25FE&JE	Vee...	2-3 1/16x3½	4	8.76	19-3600	61.0	OhI Si E..	Cast I...	Schebler...	1¼	Splash...	Pist...	OO...	{Ge & Ig Comb.. / Ign Syst only...	Bat... / Mag..	Own.... / Bosch...	Stk... / Opt*..	Ele... / Gas...	Own... / None...
Harley-David	25FDCB&JDCB	Vee...	2-3 1/16x4	4	9.45	24-4000	74.0	OhI Si E..	Cast I...	Schebler...	1¼	Splash...	Pist...	OO...	{Ge & Ig Comb.. / Ign Syst only...	Bat... / Mag..	Own.... / Bosch...	Stk... / Opt*..	Ele... / Gas...	Own... / None...
Henderson	DeLuxe	Vert..	4-2 11/16x3½	4	11.66	28-3400	79.4	Si by Si...	AlumA*.	Zenith.....	1	F Press..	Gear..	OO...	Ge & Ig SeU.....	Mag..	Simms...	Opt...	Ele...	Split....
Indian	"G" Scout	Vee...	2-2¾x3 1/16	4	6.05	13.0-3400	36.4	Si by Si...	Cast I...	Schebler...	1	Splash...	Pist...	OO...	Ge & Ig SeU.....	Mag..	Split....	Stk...	Ele...	Split....
Indian	"H" Chief	Vee...	2-3 1/16x3 3/16	4	7.81	19.3-3400	60.9	Si by Si...	Cast I...	Schebler...	1¼	Splash...	Pist...	OO...	Ge & Ig SeU.....	Mag..	Split....	Stk...	Ele...	Split....
Indian	"HP" Big Chief	Vee...	2-3 1/16x4 1/16	4	8.45	22-3400	73.6	Si by Si...	Cast I...	Schebler...	1¼	Splash..	Pist...	OO...	Ge & Ig SeU.....	Mag..	Split....	Stk...	Ele...	Split....
Indian	"L" Prince	Vee...	1-2¾x3 7/16	4	3.02	9.7-4000	21.2	Si by Si...	Cast I...	Schebler...	¾	Sp-Pr...	Pist...	OO...	Ge & Ig SeU.....	Mag..	Split....	Stk...	Ele...	Split....
Ner-A-Car	Series 4	Vert..	1-2½x2 7/8	2	2.75	3.9-2400	14.1	3 Port.....	Cast I...	Brown & B	5/16	Splash...	None..	OG...	Ge & Ig Comb...	Mag..	Eisem...	Stk...	Ele...	Eisem...

ABBREVIATIONS:

Alum A—Aluminum Alloy
Bat—Battery
Brown & B—Brown & Barlow
Cast I—Cast Iron
Diam—Diamond
D Loop—Double Loop
Dry D—Dry Disk
Eisem—Eisemann
Ele—Electric
Eric—Ericsson
Ext—External
FPress—Full pressure
Fric—Friction
Ge & Ig Comb—Generator and Ignition Units Combined
Ge & Ig Se U—Generator and Ignition separate Units
G on HB—Grip on Handle Bars
HS—Helical Spring
Hand L—Hand Lever

MAKE AND MODEL	TRANSMISSION									WHEELS AND FRAME						MISCELLANEOUS					Weights		Prices		MAKE AND MODEL
	Clutch		Gearset			Gear Ratios									Brakes										
	Type	Controlled by	Type	Number of Forward Speeds	Reverse Gear Fitted?	Rear Wheel Sprung?	Engine to Gearset	Low	Second	Third	Final Drive Type	Wheelbase (Ins.)	Tire Size (Ins.)	Frame Type	Front Spring Type	Starting System	Foot	Hand	Maximum High Speed (M.P.H.)	Gasoline Tank Capacity (Gals.)	Oil Tank Capacity (Qts.)	Height of Saddle Above Ground (Ins.)	Minimum Road Clearance (Ins.)	Electrically Equipped (Lbs.)	Not Equipped (Lbs.)	Equipped	Not Equipped	
Ace	Oil D...	P & HL.	Prog..	3	No..	No..	1.65	11.60	8.13	4.70	Chain.	59½	27x3½	Cradle	HS.	Kick..	Ext...	Yes...	....	3½	4†	27½	4½	390	360	$400	$370	Ace	E
Cleveland	Oil D...	Hand L.	Prog..	2	No.	No..	1.00	11.64	6.11	None..	Chain.	56	26x3	Diam.	HS.	Kick..	Ext...	None..	45	2½	0	27½	5¼	220	200	195	165	Cleveland	25SE
Cleveland	Dry D..	Hand L.	Prog..	2	No..	No..	.....	11.04	5.80	None..	Chain.	56	26x3	Diam.	HS.	Kick..	Ext...	None	....	2	2	28	....	235	....	215	185	Cleveland	F-25
Emblem	Dry D..	P&HL..	Fric...	3	No..	No..	1.50	8.00	5.00	3.00	Chain.	52	26x2½	Loop..	HS.	Kick..	Ext...	None..	50	2	2	29	....	220	210	240	200	Emblem	106
Excelsior	Dry D..	P&GH..	Prog..	3	No..	No..	2.50	11.20	7.60	4.60	Chain.	60	27x3.8	Diam.	HS.	Kick..	Ext...	Yes*..	65	2¾	2	27½	5	367	0	310	0	Excelsior	1925
Excelsior	Oil D...	P&GH..	Prog..	3	No..	No..	2.50	9.82	6.25	3.98	Chain.	56½	25x3.8	Diam.	HS.	Kick..	Ext...	Yes*..	65	3	3	25	5	320	....	285	250	Excelsior	"SuperX"
Evans Power Cycle	None...	None..	None..	1	No..	No..	None..	10.10	None..	None..	Belt...	49	26x2	Loop..	HS.	Pedal.	Hub..	None..	30	1½	....	30	6	72	0	120	0	Evans Power Cycle	G
Harley-Davidson	Dry D..	P&HL..	Prog..	3	No..	No..	2.69	9.50	6.33	4.68	Chain.	60	27x3½	Loop..	HS.	Kick..	Ext...	Yes*..	68	4¼	4	27	5	405	377	315	295	Harley-Davidson	25FE&JE
Harley-David	Dry D..	P&HL..	Prog..	3	No..	No..	2.53	9.77	6.51	4.34	Chain.	60	27x3½	Loop..	HS.	Kick..	Ext...	Yes*..	78	4¼	4	27	5	410	380	335	315	Harley-David	25FDCB&JDCB
Henderson	Oil D...	P&HL..	Prog..	3	Yes.	No..	1.60	12.00	7.30	4.50	Chain.	60	27x3.8	DLoop	HS.	Kick..	Ext...	Int*..	75	4	4†	25	4½	408	....	435 / 415	400	Henderson	DeLuxe
Indian	Oil D...	Pedal...	Prog..	3	No..	No..	2.57	12.68	8.07	5.13	Chain.	54	26x3	DLoop	LS..	Kick..	Int...	None..	60	3	2.8	30	4½	327	....	275	240	Indian	"G" Scout
Indian	Oil D...	Pedal...	Prog..	3	No..	No..	2.55	12.57	8.00	5.09	Chain.	60½	27x3.8	DLoop	LS..	Kick..	Int...	None..	70	3	2.8	30	4¾	425	....	325	290	Indian	"H" Chief
Indian	Oil D...	Pedal...	Prog..	3	No..	No..	2.55	11.97	7.62	4.85	Chain.	60½	27x3.8	DLoop	LS..	Kick..	Int...	None..	75	3	2.8	30	4¾	430	....	335	300	Indian	"HP" Big Chief
Indian	Dry D..	Hand L.	Prog..	3	No..	No..	2.53	18.58	10.32	5.37	Chain.	54	25x2.5	DLoop	HS.	Kick..	Int...	None..	45	2	2	29	3¾	253	230	215	185	Indian	"L" Prince
Ner-A-Car	Fric.....	Gon HB.	Fric...	5	No..	No..	5.75	11.50	8.62	7.18	Chain.	56	26x2¾	DLoop	HS.	Kick..	Int...	Int*..	35	2	....	28	6	190	0	175 / 185	0	Ner-A-Car	Series 4

Ign Syst only—Ignition System only
Int—Internal
LS—Leaf Spring
Mag—Magneto
O G—Mix Oil with Gasoline
Oh I Si E—Overhead Inlet Side Exhaust
Oil D—Oil Disk
O O—Oil Only
Opt—Optional
P & G H—Pedal and Grip on Handle Bars
P & H L—Pedal and Hand Lever
Plst—Piston
Prog—Progessive Sliding
Si by Si—Side by Side
Split—Splitdorf
Sp Pr—Splash with Pressure
Stk—Stock Equipment
Vert—Vertical
*—Optional at extra cost
†—Crank Case capacity

American Aero Engine Specifications

MAKE AND MODEL	CYLINDER DATA: Arrangement	Cooling Medium	Number of Cyls.	Bore and Stroke (Ins.)	Total Piston Displacement (Cu. Ins.)	Compression Ratio	Brake M.E.P. (Lbs. per Sq. In.)	RATING: Mfrs. Rated H.P. at Specified R.P.M.	Brake H.P. at Specified R.P.M.	Normal Crankshaft R.P.M.	Propeller Shaft R.P.M.	CONSUMPTION Per Brake H.P.Hour: Gas (Lbs.)	Oil (Lbs.)	Approx. Gallons Gas Per Hour	WEIGHT: Engine Dry (Lbs.)	Per Brake H.P. (Lbs.)	CARBURETERS: Make	Number	IGNITION SYSTEM: Make	Current Source	Number	STARTING: Make	Method	INSTALLATION DIMENSIONS, (Ins.) Overall: Length	Height	Width	Height Above Engine Bed	Center to Center of Engine Bearers
Aeromarine.....U8D	Vee 60..	Wat..	8	4¼x6½	737	5.50	108	180–1800	228–1800	1800	1800	.47	.02	....	575	....	Zeni..	2	Spli...	M	2	Own..	E M..	52⅜	34 7/16	32¾	22 3/16	13⅛
Aeromarine.....U873	Vee 60..	Wat..	8	4⅝x6½	873	6.30	125	275–2000	299–2000	2000	2000	.49	.02	....	500	....	Stro...	2	Spli...	M	2	Own..	V R...	51	32 3/16	32¾	22 3/16	13⅛
Aeromarine.....T6	Vertical.	Wat..	6	5¼x6½	844	5.40	114	200–1650	255–1800	1650	1650	.55	.02	....	569	....	Stro...	2	Spli...	M	2	Own..	V R...	68	37	19	26¾	15
Aeromarine.....NAL	Vee 45..	Wat..	12	5 x7	1650	5.40	120	450–1800	477–1800	1800	1800	.55	.02	....	915	....	Zeni..	2	Delc..	B.	2	Own..	V R...	70	40⅝	29¾	26	17
Aeromarine.....S12	4-W....	Wat..	12	6¼x6½	2390	5.75	125	622–1650	680–1800	1650	900	.50	.02	....	1150	....	Stro...	4	Spli...	M	2	Own..	V R...	64	40½	36½	26½	18
Curtiss.....C6A	Vertical.	Wat..	6	4½x6	573	5.20	....	160–1750	165–1750	1750	1750	.50	.02	....	420	2.36	Zeni..	1	Berk..	M	2	USL..	E M..	57 13/16	40¾	23 3/16	24 11/16	15¾
Curtiss.....OX5	Vee 90..	Wat..	8	4 x5	502	4.90	....	90–1400	100–1400	1400	1400	.49	.02	8¼	377	3.77	Zeni..	1	Berl..	M	1	None..	P S...	55 5/16	35½	30	17¾	12 7/16
Curtiss.....D12	Vee 60..	Wat..	12	4½x6	1145	5.30	138	375–2000	400–2000	2000	2000	.50	.01	37	680	1.70	Stro...	2	Spli...	M	2	Bijur.	E M..	56¾	34¾	28¼	21½	15¾
Curtiss.....V-1400	Vee 60..	Wat..	12	4 7/16x6¼	1400	5.50	....	500–2000	–2000	2000	2000	....	....	35	660	1.30	Stro...	2	Spli...	M	1	Bijur.	H M..	51	35¾	26	21 5/16	15¾
Curtiss.....R-1454	Radial..	Air...	9	5 5/16x6½	1454	5.40	....	400–1650	.....	....	....	....	....	....	734	1.78	tro...	1	Spli...	M	1	Own..	H C...	48 11/16	26*	26†	26†	0
Engine Div. ...U. S. Air	3-W....	Wat..	18	5½x6½	2780	5.42	126	700–1700	750–1700	1700	1700	.50	.02	65	1800	2.40	Stro...	6	Spli...	M	4	Bijur.	E M..	90¾	53¼	39¼	28¾	18
Engine Div....U. S. Air	Horiz...	Air...	2	3 x3	42	.....	116	.....	15–2400	3000	3000	.52	....	....	50	2.50	Stro...	1	Bosc..	M	1	None..	P S...	12⅜	19	24¾	....	0
Hall-Scott.....L-6	Vertical.	Wat..	6	5 x7	824	6.55	....	200–1700	215–	1700	1700	.55	.02	19	495	2.30	Mill...	2	Delc..	B.	1	Own..	H C...	51	42	19	28½	16
Liberty.....12	Vee 45..	Wat..	12	5 x7	1648	5.42	117	400–1750	420–1800	1700	1700	.51	....	36	888	2.12	Zeni..	2	Delc..	B.	2	Var...	H M..	69 A/16	42 7/16	....	28 A/16	17
Packard.....1A-1500	Vee 60..	Wat..	12	5⅜x5½	1498	5.50	132	500–2000	510–2000	2000	2000	.52	.02	43	720	1.41	Stro...	2	Spli...	M	2	Bijur.	E M..	61 A/16	37	26 A/16	22 1/16	15¾
Packard.....1A-1500	Vee 60..	Wat..	12	5⅜x5½	1498	5.50	132	500–2000	510–2000	2000	1000	.52	.02	43	830	1.62	Stro...	2	Spli...	M	2	Bijur.	E M..	63 3/16	37	26 A/16	22 1/16	15¾
Packard.....1A-2500	Vee 60..	Wat..	12	6⅜x6½	2490	5.50	132	800–2000	830–2000	2000	2000	.52	.02	70	1120	1.35	Stro...	2	Spli...	M	2	Bijur.	E M..	73¾	41¾	30 A/16	26¼	18¼
Packard.....1A-2500	Vee 60..	Wat..	12	6⅜x6½	2490	5.50	132	800–2000	830–2000	2000	1000	.52	.02	70	1300	1.56	Stro...	2	Spli...	M	2	Bijur.	E M..	74 A/16	41¾	30 A/16	26¼	18¼
Packard....Shenandoah	Vertical.	Wat..	6	6⅝x7½	1551	6.50	128	300–1400	350–1400	1400	1400	.45	.02	26	1138	3.25	Stro...	1	Delc..	B.	4	AeroM	H C..	66 A/16	44½	31 A/16	32	18¾
Sturtevant.....5A	Vee 90..	Wat..	8	4 x5½	555	5.30	99	140–2000	170–2600	2000	1200	.55	.06	13	500	3.57	Zeni..	1	Spli...	M	2	Spli...	H M..	57	35	34	22	13¾
Sturtevant.....5A4½	Vee 90..	Wat..	8	4½x5½	700	6.40	106	210–2250	240–2800	2250	1350	.55	.03	19	480	2.28	Zeni..	1	Spli...	M	2	Spli...	H M..	57	35	34	22	13¾
Wright "Tornado"...T-3	Vee 60..	Wat..	12	5¾x6¼	1947	5.30	124	525–1800	550–1800	1800	1800	.52	.02	47	1165	2.10	Stro...	2	Spli...	M	2	Own..	H C..	65⅝	41 11/16	30⅞	26¼	17
Wright "Tornado"...T-3	Vee 60..	Wat..	12	5¾x6½	1947	6.50	137	650–2000	675–2000	2000	2000	.50	.02	56	1165	1.70	Stro...	2	Spli...	M	2	Own..	H C..	65⅝	41 11/16	30⅞	26¼	17
Wright "Tempest"...E-4	Vee 90..	Wat..	8	4.72x5.12	718	5.30	125	190–1800	204–1800	1800	1800	.52	.02	18	495	2.40	Stro...	1	Spli...	M	2	Own..	H C..	49 A/16	33¾	33 A/16	17 A/16	13 A/16
Wright "Whirlwind" J-4	Radial...	Air...	9	4½x5½	787	5.30	118	200–1800	212–2000	1800	1800	.54	.02	19	485	2.30	Stro...	1	Spli...	M	2	Own..	H C..	43¼*	18 A/16†	18 A/16†	0	0
Wright "Cyclone"...P-1	Radial...	Air...	9	6 x6½	1650	5.30	124	400–1650	425–1650	1650	1650	.54	.02	38	800	1.90	Stro...	3	Spli...	M	2	Own..	H C..	50*	18 7/8†	18 7/8†	0	0

ABBREVIATIONS:
†—Distance from Engine Plate to front of Crankcase
*Outside Diameter of Cylinders
AeroM—Aeromarine
B—Battery
Berk—Berkshire
Berl—Berling
Bosc—Bosch
CA—Compressed Air
Delc—Delco
EM—Electric Motor
HC—Hand Crank
HM—Hand Magneto
Horiz—Horizontal
M—Magneto
Mill—Miller
PS—Propellor Swinging
Sche—Schebler
Spli—Splitdorf
Stro—Stromberg
Var—Variable
VR—Various
Wat—Water
Zeni—Zenith

British Aero Engine Specifications

MAKE AND MODEL	CYLINDER DATA: Arrangement	Cooling Medium	Number of Cyls.	Bore and Stroke (Ins.)	Total Piston Displacement (Cu. Ins.)	Compression Ratio	Brake M.E.P. (Lbs. per Sq. In.)	RATING: Mfgrs. Rated H.P. at Specified R.P.M.	Brake H.P. at Specified R.P.M.	Normal Crank shaft R.P.M.	Propeller Shaft R.P.M.	CONSUMPTION Per Brake H.P.Hour: Gas (Lbs.)	Oil (Lbs.)	Approx. Gallons Gas Per Hour	WEIGHT: Engine Dry (Lbs.)	Per Brake H.P. (Lbs.)	CARBURETERS: Make	Number	IGNITION SYSTEM: Make	Current Source	Number	STARTING: Make	Method	INSTALLATION DIMENSIONS, (Ins.) Overall: Length	Height	Width	Height Above Engine Bed	Center to Center of Engine Bearers
A. B. C.....Scorp.	Horiz...	Air...	2	3.43x3.6	66	5.00	110	25–2700	34–3400	2700	2700	.60	.03	2	90	3.60	Zeni..	2	Fel...	M	1	None..	P S...	18	13¼	31	13¼	6¾
A. B. C.....Scorp.	Horiz...	Air..	2	3.78x3.6	81	5.00	100	28–2700	38–3500	2700	2700	.60	.03	2	90	3.20	Zeni..	2	Fel...	M	1	None..	P S...	18	13¼	31	13¼	6¾
A. D. C.....Puma	Vertical.	Wat..	6	5.70x7.50	.....	....	....	230–	.....	1300	1300	.....	.....	17	636	2.58	.....	.....	.....	M	1	Spec..	H M..	.....	.....	.....	.....	.....
A. D. C.....Beardmore	Vertical.	Wat..	6	5.49x6.89	....	4.76	....	175–1250	186–1450	1250	1250	.....	.....	12¼	600	3.43	.....	2	.....	M	2	.....	.....	.....	.....	.....	.....	.....
Bristol.....Lucifer	Radial..	Air...	3	5.75x6.25	487	5.00	112	100–1600	110–1600	1600	1600	.54	.03	8	325	2.95	Own..	1	T-B...	M	2	Own..	H C..	49	19¾	....	....	....
Bristol.....Jupiter 4	Radial..	Air...	9	5.75x7.50	1753	5.00	114	380–1575	400–1575	1575	1575	.51	.03	28	780	1.95	Own..	3	BTH..	M	2	Spec..	Gas...	55	20	....	....	....
Bristol.....Cherub 1	Horiz...	Air...	2	3.35x3.80	66	6.00	118	24–2500	25–2500	2500	2500	.51	.04	1½	90	3.60	Zeni..	1	BTH..	M	1	.....	.....	9	21	25	....	7
B. R.....II	Rotary..	Air...	9	5.51x7.09	....	5.26	....	230–1300	234–1350	1300	1300	.....	.....	17¼	500	2.17	Own..	1	.....	M	2	None..	P S...	.....	.....	.....	.....	.....
Condor.....Ser. 111 Rolls Royce....	Vee 60..	Wat..	12	5½x7½	2138	5.30	127	650–1900	650–1900	1900	907	.49	.02	44	1350	2.07	Clau..	1	BTH..	M	2	Spec..	Gas...	69 A/16	45½	30½	60 11/16	26
Eagle.....Ser. IX Rolls Royce....	Vee 60..	Wat..	12	4½x6½	1240	5.22	126	360–1800	360–1800	1800	1080	.51	.02	25	948	2.63	Clau..	2	Watf..	M	4	Own..	H C..	73	46	32	63⅛	24
Falcon.....Ser. 111 Rolls Royce....	Vee 60..	Wat..	12	4 x5¾	867	5.12	127	250–1800	250–1800	1800	1061	.53	.02	18	692	2.77	Clau..	4	BTH..	M	2	Own..	H M..	65	41½	30 11/16	60⅝	24
Napier.....Lion	3-W.....	Wat..	12	5½x5¼	1461	(5.00 (5.80	127	450–2000	502–2200	2000	1318	.52	.03	30½	950	1.95	Own..	2	BTH..	M	2	Own..	H M..	57	36	42	16¼	17
Napier.....CUB	4-X.....	Wat..	16	6¼x7½	3681	5.20	119	1000–1800	1075–2000	1800	752	.48	.03	63	2450	2.40	Own..	2	BTH..	M	4	Own..	H M..	71½	62½	57	30¼	17
Siddeley.....Jaguar	Radial..	Air...	14	5 x5½	1518	5.00	123	385–1700	405–1700	1700	1700	.48	.02	27	780	1.95	Spec..	1	Av-14.	M	2	Var...	V R...	46½	45*	45*	0	0
Siddeley.....Lynx	Radial..	Air...	7	5 x5½	759	5.00	123	180–1620	190–1620	1620	1620	.48	.02	13	470	2.47	Zeni..	1	BTH..	M	2	Var...	V R...	41½	45*	45*	0	0
Sunbeam.....Dyak	Vertical.	Wat..	6	4.72x5.12	538	5.40	123	100–1200	104–1200	1200	1200	.49	.04	65	399	3.99	Clau..	2	BTH..	M	2	Own..	H C..	59	37¾	23	24	14
Sunbeam.....Manitau	Vee 60..	Wat..	12	4.33x5.31	940	5.00	130	300–2000	308–2000	2000	1275	.49	.04	195	845	2.82	Clau..	2	BTH..	M	2	Own..	F M..	64½	35	33½	24 1/16	15¾
Sunbeam.....Maori III	Vee 60..	Wat..	12	3.94x5.31	777	5.00	129	275–2100	280–2100	2100	1050	.49	.04	180	908	3.30	Clau..	2	BTH..	M	2	Own..	C A...	64	34¼	33	23 1/16	15¾

ABBREVIATIONS:
†—Distance from Engine Plate to front of Crankcase
*Outside Diameter of Cylinders
B—Battery
Berk—Berkshire
CA—Compressed Air
Clau—Claudel
EM—Electric Motor
Fel—Fellows
HC—Hand Crank
HM—Hand Magneto
Horiz—Horizontal
M—Magneto
PS—Propeller Swinging
Sche—Schebler
Spli—Splitdorf
Stro—Stromberg
T-H—Thomson Bennett
Var—Variable
VR—Various
Wat—Water
Watf—Watford
Zeni—Zenith

American Airplane

MAKE AND MODEL	GENERAL CHARACTERISTICS									ENGINE					PERFORM						
					Overall Dimensions (Ft. In.)										Full Throttle		Cruising Speed			Climb	
	Class	Type	Designed For	Seating Capacity	Length	Height	Width	Wings of Folding Type?	Wings of Quick Detachable Type?	Make and Mode	Number	Total Horsepower	Cooling and Type	Method of Starting	M.P.H.	Altitude (Ft.)	M.P.H.	Altitude (Ft.)	Landing Speed M.P.H.	Altitude (Ft.)	Minutes
††Aeromarine 75	Tr-Bi	Fly-B	Pas & F.	14	49–4	18–9	103–9	No.	No.	Liberty 12	2	660	W-Vee	Hand Crk	84.0	SeL.	70.0	SeL.	54.0	2500	10
††Aeromarine AM1	Tr-Bi	LandMac.	Mail-C.	1	32–11	12–9	50–0	No.	No.	Liberty 12	1	420	W-Vee	Pro Swg.	116.0	SeL.	95.0	SeL.	44.0	6500	10
††Aeromarine AMC	Pu-Bi	Fly-B	Pas & F.	9	35–10	13–6	65–0	No.	No.	Liberty 12	1	420	W-Vee	Hand Crk	98.0	SeL.	80.0	SeL.	50.0	3300	10
Aeromarine EO	Tr-Bi	Fly-B	Sport	3	25–2	9–6	38–	No.	Yes.	Anzani 1	1	70	A-Rad	Pro-Swg.	73.5	SeL.		SeL.	40.0	2800	10
**Barling MBL1	T&PTr.	LandMac.	Nig-B.	8	65–0	27–0	120–0	No.	No.	Liberty 12	6	2400	W-Vee	Ele Mot.	93.3	SeL.		Sel.	65.0	7000	20
††Boeing GA2	Tr-Bi	LandMac.	Gro-A.	3	36–9	12–0	54–0	No.	No.	U.S.A. W1A	1	700	W-3"W"	Ele Mot.		SeL.		SeL.			
††Boeing Pw9	Tr-Bi	LandMac.	Fig-S.	1	23–0	8–9	32–0	No.	No.	Curtiss D12	1	375	W-Vee	HandMag	165.0	SeL.		SeL.	60.0	1800	1
††Boeing V&B1	Tr-Bi	Seaplane	Ele-Tr.	2	25–1	11–7	36–10	No.	No.	Wright J1	1	200	A-Rad	HandCrk	104.0	SeL.		SeL.	48.0	960	1
Catron-Fisk	Tr-Bi	LandMac.	Pas&F.	4	26–0	.....	37–0	No.	No.	Wright E2	1	200	W-Vee	HandMag	126–0	SeL.	90.0	SeL.	45.0	1000	1
Cox-Klemin XS1	Tr-Bi	Seaplane	Dek-F.	1	19–3	8–0	18–0	No.	No.	Lawrence 4	1	60	A-Rad	HandCrk	103.0	SeL.		SeL.	51.0	5100	10
Cox-Klemin CK1	Tr-Mo	Amph.	Pas&F.	9	45–7	13–0	58–10	No.	No.	Isotta-Fraser ... A	2	500	W-Vet	Ele Mot.	117.0	SeL.		SeL.	50.0	6500	14
Cox-Klemin CK2A	Tr-Bi	LandMac.	Ele-Tr.	2	25–0	9–6	32–6	No.	No.	Wright E	1	180	W-Vee	HandMag	110.0	SeL.		SeL.	45.0	900	1
Cox-Klemin XA1	Tr-Bi	LandMac.	Ambul	4	30–8	11–2½	44–9	No.	No.	Liberty 12	1	400	W-Vee	EleMot	113.0	SeL.		SeL.	45.0		
Cox-Klemin XO4	Tr-Bi	LandMac.	Recon.	2	30–3	11–0	42–1	No.	Yes.	Liberty 12	1	400	W-Vee	EleMot	140.0	Sel.		Sel.		6500	8
Cox-Klemin CKCO1	Tr-Bi	LandMac.	Recon.	2	30–3	11–0	42–1	No	Yes.	Napier Lion	1	450	W-3-W.	HandCrk	151.0	SeL.		SeL.			
**Curtiss JN4H	Tr-Bi	LandMac.	Ele-Tr.	2	27–½	9–10	43–7	No.	No.	Wright 150	1	150	W-Vee	ProSwg							
††Curtiss NavyR	Tr-Bi	LandMac.	Rac.	1	19–8½	6–10	22–0	No.	No.	Curtiss D-12A	1	500	W-Vee	ProSwg	247.5	SeL.		SeL.	75.0		
††Curtiss Mail	Tr-Bi	LandMac.	Mail-C.	1	26–11	10–3	33–0	No.	No.	Curtiss C-6	1	160	W-Vee	ProSwg	106.0	SeL.	75.0	SeL.	44.0	5600	10
††Curtiss Standard	Tr-Bi	LandMac.	Pas&F.	3	27–1½	10–5	44–10	No.	No.	Curtiss C-6	1	160	W-Vet	EleMot	80.0	SeL.	70.0	SeL.	43.0	10000	75
††Curtiss Oriole	Tr-Bi	LandMac.	Pas&F.	3	26–0	10–3	40–9	No.	No.	Curtiss C-6	1	160	W-Vet	EleMot	96.0	SeL.	60.0	SeL.	45.0	10000	60
††Curtiss Seagull	Pu-Bi	Fly-B	Pas&F.	3	28–10	11–9	50–3	No.	No.	Curtiss C-6	1	160	W-Vet	EleMot	76.5	SeL.	68.0	SeL.	48.5	6500	25
Curtiss XO1	Tr-Bi	LandMac.	Recon.	2	27–10	10–3	38–0	No.	No.	Liberty 12	1	415	W-Vee	EleMot	152.0	SeL.	110.0	SeL.	63.0	9400	10
Curtiss XO1	Tr-Bi	LandMac.	Recon.	2	27–10	10–3	38–0	No.	No.	Packard 1–A–1500	1	508	W-Vee	EleMot	158.0	SeL.	115.0	SeL.	62.0	15000	13
Curtiss R2C2	Tr-Bi	Seaplane	Rac.	1	22–7	10–6	22–0	No.	No.	Curtiss D12–A	1	502	W-Vee	ProSwg	227.0	SeL.		SeL.	80.0		
Curtiss NBS4	Tr-Bi	LandMac.	Nig-B.	4	49–4	15–10	90–0	Yes.	No.	Liberty 12	2	872	W-Vee	EleMot	103.5	SeL.	80.0	SeL.	50.0	6500	16
Curtiss PW8A	Tr-Bi	LandMac.	Fig-S.	1	22–2	8–6	30–0	No.	No.	Curtiss D-12	1	420	W-Vee	HandCrk	178.0	SeL.	130.0	SeL.	65.0	12000	10
Curtiss PW8A	Tr-Bi	LandMac.	Fig-S.	1	22–2	8–6	31–6	No.	No.	Curtiss D-12	1	420	W-Vee	HandCrk	170.0	SeL.	125.0	SeL.	58.0		
Curtiss F4C1	Tr-Bi	LandMac.	Fig-S.	1	18–4	8–4	25–0	No	No.	Wright J–3	1	205	A-Rad.	HandCrk	126.0	SeL.	95.0	SeL.	55.0	11100	10
Curtiss CS1	Tr-Bi	Convt.	Recon.	2	40–3½	16–0	52–6	Yes.	No.	Wright T–2	1	530	W-Vee	HandCrk	102.0	SeL.	80.0	SeL.	55.0	.....	
Douglas XO2	Tr-Bi	LandMac.	Recon.	2	30–3	10–9	39–8	No.	Yes.	Packard 1A	1	500	W-Vee	EleMot	150.0	SeL.	120.0	SeL.	60.0	10000	10
Douglas DT2	Tr-Bi	Convt.	Torp.	2	37–6	15–0	50–0	Yes.	Yes.	Liberty 12	1	400	W-Vee	HandCrk	100.0	SeL.	85.0	SeL.	55.0	4000	10
Douglas DWC	Tr-Bi	Convt.	Recon.	2	37–6	15–0	50–0	Yes.	Yes.	Liberty 12	1	400	W-Vee	EleMot	100.0	SeL.	85.0	SeL.	55.0	4100	10
Douglas C1	Tr-Bi	LandMac.	Pas&F.	8	35–6	13–6	56–6	No.	Yes.	Liberty 12	1	400	W-Vee	EleMot	100.0	SeL.	90.0	SeL.	55.0	5000	10
Douglas O5	Tr-Bi	Seaplane	Recon.	2	37–6	15–0	50–0	Yes.	Yes.	Liberty 12	1	400	W-Vee	EleMot	100.0	SeL.	85.0	SeL.	55.0	4000	10
Elias NBS3	Tr-Bi	LandMac.	Nig-B.	4	48–7	16–10	77–4	Yes.	Yes.	Liberty 12–A	2	800	W-Vee	EleMot	98.0	5000	76.0	5000	52.0	3000	10
**Fokker T2	Tr-Mo	LandMac.	Pas&F.	2	49–1	11–10	74–10	No.	Yes.	Liberty 12	1	400	W-Vee	ProSwg	95.0	SeL.		SeL.			
**DeHaviland 4B	Tr-Bi	LandMac.	Recon.	2	29–11	9–8	42–5	No.	No.	Liberty 12	1	400	W-Vee	ProSwg	127.4	SeL		SeL	45.0		
Huff-Daland Petrel4	Tr-Bi	LandMac.	Adv-Tr.	3	24–0	9–2	29–4	No.	Yes.	Wright E	1	180	W-Vee	HandCrk	120.0	SeL	100.0	3000	45.0	10000	23
Huff-Daland Petrel4	Tr-Bi	LandMac.	Recon.	3	28–6	9–8	33	No.	Yes.	Wright J4	1	200	A-Rad	HandCrk	112.0	SeL	90.0	3000	38.0	8000	10
Huff-Daland Petrel5	Tr-Bi	Seaplane	Recon.	3	28–6	10–6	33	No.	Yes.	Wright E4	1	190	W-Vee	HandCrk	108.0	SeL	90.0	3000	48.0	5500	10
Huff-Daland Duster	Tr-Bi	LandMac.	Pas&F.	2	38–4	13–6	50	No.	Yes.	Liberty 12	1	400	W-Vee	EleMot	100.0	SeL	80.0	3000	30.0	5000	10
Huff-Daland Lt.Bomber	Tr-Bi	LandMac.	Day-B	3	46–0	15	66	No.	Yes.	Packard 12	1	400	W-Vee	EleMot	.....	SeL		SeL			
Kinner Airster	Tr-Bi	LandMac.	Pas&F.	3	19–6	7–6	2–6	No.	No.	Kinner K 3	1	65	A-Rad	ProSwg	80.0	14000	70.0	4000	30.0	1000	1
Lincoln-Standard Tou about	Tr-Bi	LandMac.	Pas&F.	3	27–0	10–7	44–7	No.	No.	Hispano-Suiza	1	150	W-Vee	HandMag	90.0	SeL.		SeL.	35.0	10000	15
Lincoln-Standard LS5	Tr-Bi	LandMac.	Pas&F.	5	27–0	10–7	44–7	No.	No.	Hispano-Suiza	1	150	W-Vee	HandMag	92.8	SeL.	86.0	SeL.	34.0	5200	10
Lincoln-Standard 35	Tr-Bi	LandMac.	Sport	1	16–0	5–7	20–0	No.	Yes.	Anzani 30	1	30	A-Rad	HandMag	90.0	SeL.	75.0	2500	35.0	800	1
Loening 1924	Pu-Mo	Fly-B	Pas&F.	5	30	9–9	45–0	No.	Yes.	Liberty 12	1	420	W-Vee	EleMot	130	1000	110.0	1000	55.0	10000	11
Loening COA1	Tr-Bi	Amph.	Recon.	7	34–1	12–3	5–0	No.	Yes.	Liberty 12	1	420	W-Vee	EleMot	125	1000	100.0	1000	50.0	.....	.....
††Longren	Tr-Bi	LandMac.	Sport	2	19–0¼	7–8	27–11	Yes.	Yes.	Wright L–4	1	60	A-Rad	ProSwg	90.0	1000	80.0	1000	32.0	1000	2
Martin Glenn L. 70	Tr-Bi	LandMac.	Pas&F.	3	27–0	12–0	38–0	No.	No.	Wright E–4	1	200	W-Vee	HandMag	112.0	SeL.	90.0	SeL.	45.0	6500	10
Remington-Burnelli RB2	Tr-Bi	LandMac.	Pas&F.	28	46–0	19–6	84–0	No.	Yes.	Atlantic Galloway	2	1100	W-Vee	EleMot	98.0	1000	90.0	1000	47.0	3000	12
**Sperry	Tr-Bi	LandMac.	Sport	1	18–6	7–0	20–4	No.	Yes.	Wright L–4	1	60	A-Rad	ProSwg	80.0	SeL.	65.0	5000	35.0	5000	10
Stout Monoplane	Tr-Mo	LandMac.	Pas&F.	9	45–8	11–10	58–4	No.	No.	Liberty 12	1	400	A-Vee	EleMot	115.0	SeL.	96.8	SeL.	52.0	5000	10
Swallow	Tr-Bi	LandMac.	Pas&F.	2	.....	.....	37–0	No.	No.	Curtiss OX5	1	90	W-Vee	ProSwg	95.0	SeL.		SeL.	35.0	.....	.....
Swallow 1924	Tr-Bi	LandMac.	Pas&F.	3	24–0	8–8	30–0	No.	Yes.	Curtiss OX5	1	90	W-Vee	ProSwg	95.0	1500	85.0	1500	35.0	.....	.....
Swallow	Tr-Bi	LandMac.	Pas&F.	6	28–6	10–7	44–7	No.	No.	Packard 12	1	300	W-Vee	Hand Mag.	93.0	SeL.		Sel.	34.0	5200	10
Swanson SS4	Tr-Bi	LandMac.	Pas&F.	2	21–7	8–6	28–0	No.	No.	Le Rhone 80	1	80	A-Rot	Pro-Swg	95.0	SeL.		SeL.	35.0	800	1
**Thomas-Morse MB3A	Tr-Bi	LandMac.	Fig-S.	1	20–0	7–8	26–0	No.	No.	Wright H–3	1	300	W-Vee	ProSwg	140.6	SeL.		SeL.		6500	6.7
**Thomas-Morse S9	Tr-Bi	LandMac.	Adv-Tr.	2	20–10	8–8½	29–0	No.	No.	Wright J1	1	200	A-Rad	HandMag	117.0	SeL.	105.0	SeL.	48.0	1120	1
Thomas-Morse S9	Tr-Bi	LandMac.	Adv-Tr.	2	20–10	8–8½	29.0	No.	No.	Lawrence J	1	200	A-Rad	HandMag	125.0	20000	105.0	5000	47.0	15000	23
Thomas-Morse TM24	Tr-Bi	LandMac.	Recon.	2	20–5	9–0	30–1	No.	Yes.	Curtiss D-12	1	375	W-Vee	HandMag	150.0	19000	125.0	5000	60.0	10000	13
**Verville-Sperry R3	Tr-Mo	LandMac.	Rac.	1	22–5	7–1	29–3	No.	Yes.	Curtiss D12	1	500	W-Vee	HandMag	230.0	100		SeL.	75.0	.....	
Vought UO1	Tr-Bi	Convt.	Recon.	2	25–0	8–7	34–0	No.	Yes.	Wright J3	1	200	A-Rad	HandCrk	136.0	SeL.	82.0	SeL.	48.0	9350	10
Vought UO1	Tr-Bi	Convt.	Recon.	2	29–9	10–0	34–0	No.	Yes.	Wright J5	1	200	A-Rad	HandMag	122.0	SeL.	78.0	SeL.	52.0	7975	10
Vought VE9	Tr-Bi	LandMac.	DekF.	2	25–0	8–7	34–0	No.	Yes.	Wright E–4	1	195	W-Vee	HandMag	128.0	SeL.	76.0	SeL.	49.0	8650	10
Vought VE7	Tr-Bi	LandMac.	AdvTr.	2	25–2	8–9	35–6	No.	Yes.	Hispano-Suiza A	1	180	W-Vee	HandCrk	122.0	SeL.	73.0	SeL.	45.0	8350	10
Vought VE7H	Tr-Bi	Seaplane	AdvTr.	2	25–2	8–9	35–6	No.	Yes.	Wright E–2	1	180	W-Vee	HandCrk	116.0	SeL.	70.0	SeL.	50.0	7480	10
Waco 90	Tr-Bi	LandMac.	Pas&F.	3	24–0	8–10	30–0	No.	Yes.	Curtiss OX5	1	90	W-Vee	ProSwg	98.0	19000	85.0	SeL.	32.0	5500	10
Waco A	Tr-Bi	LandMac.	Pas&F.	8	35–0	11–0	40–0	No.	Yes.	Hall-Scott 6	1	200	W-Vet	EleMot	106.0	SeL.	95.0	SeL.	32.0	4000	5
Wright SDW1	Tr-Bi	Seaplane	FigS.	2	38–7⅝	15–6¾	50–0	Yes.	No.	Wright T3	1	585	W-Vee	HandCrk	105.0	SeL.	65.8	SeL.			
Wright SDW1	Tr-Bi	LandMac.	FigS.	2	34–3	14–3	50–0	Yes.	No.	Wright T3	1	585	W-Vee	HandCrk	105.0	SeL.	63.0	SeL.			
Yellow Air Cab CF5	Tr-Mo	LandMac.	Pas&F.	5	23–0	.....	40–10	No.	No.	Anzani 90	1	90	A-Rad	ProSwg	109.8	SeL.	95.0	SeL.	30.0	7000	11

ABBREVIATIONS:
†—At full throttle
**—U. S. Air Service Machine
††—1923 Specifications
A—Ailerons
Amph—Amphibian
A-Hor—Air Cooled Horizontal
Ambul—Ambulance
A-Rad—Air Cooled Radial
A-Rot—Air Cooled Rotary
Adv-Tr—Advanced Training
A-Vee—Air Cooled Vee
Convt—Either Land Machine or Seaplane
DayB—Daylight Bombing
DekF—Deck Flying
E—Elevators
EleMot—Electric Motor
EleTr—Elementary Training
FigS—Fighting Scout
FlyB—Flying Boat
HandCrk—Hand Crank
HandMag—Hand Magneto
LandMac—Land Machine

Specifications

Service or Ceiling Height (Ft.)	Endurance at Cruising Speed (Hrs.)	MAIN WINGS: Span (Ft. In.) Upper	Span (Ft. In.) Lower	Chord (Ft. In.) Upper	Chord (Ft. In.) Lower	Incidence Upper (Deg.)	Incidence Lower (Deg.)	AREAS: Main Wings	Tail Surfaces: Horizontal	Tail Surfaces: Vertical	MISCELLANEOUS: Gap (Ft. In.)	Stagger (In.)	Dihedral (Deg.)	Sweepback (Deg.)	Factor of Safety	WEIGHTS: Empty (Lbs.)	Full Load (Lbs.)	Useful Load (Lbs.)	Useful Per Cent of Total Load	Weight Per H.P.	Weight Per Sq. Ft. Wing Surface (Lb.)	Control Surfaces Balanced	MAKE AND MODEL
9000	8	103-9	74-4	8-0	8-0	3	4	1397.0	176.2	28.6	9-10½	0	1½	0	....	9300	14000	4700	33.60	21.20	10.00	A-R	††Aeromarine 75
17000	4	50-0	45-0	5-0	7-0	2½	2½	540.0	60.0	21.8	5-11	16½	3	0	6.5	2875	4450	1575	35.40	10.60	8.20	A-R	††Aeromarine AM1
14000	7	65-0	48-6	7-0	5-1	4½	4½	652.0	88.5	43.1	6-10	23	3	0	5.5	3660	6100	2440	40.00	15.20	9.30	A-R	††Aeromarine AMC
16500	.....	38-0	34-0	5-0	3-0	5	5	266.0	20.5	5.5	51-0	3½	3½	0	8.6	1041	1501	370	.....	23.30	6.58	.....	Aeromarine EO
10000	12†	120-0	120-0	13-6	13-6	3½	3½	4017.7	561.8	234.8	19-5	12½	3	0	....	27132	42569	15437	26.20	17.70	10.60	A-R	**Barling MBL1
.....	.....	54-0	54-0	8-4	8-4	1	1	844.0	74.2	32.3	7-1¾	0	2	0	7.0	6929	9037	2108	23.40	12.90	10.70	E-R	††Boeing GA2
22000	2½†	32-0	22-5	6-0	5-0	0	0	245.7	29.7	10.8	4-4	14	1	0	12.0	1930	2835	905	32.50	7.50	11.20	None	††Boeing Pw9
16400	2†	36-10	36-10	5-0	5-0	0	0	344.0	37.8	13.5	5-8	0	0	0	7.0	1955	2636	681	26.00	13.10	7.80	R	††Boeing V&B1
19000	6	37-0	37-0	5-0	5-0	2½	1	342.0	58.0	18.0	5-6	0	3	0	....	1500	.....	1300	.....	.....	.....	None	Catron-Fisk
9850	3½	18-0	18-0	3-0	3-0	2	2	99.0	12.5	6.03	3-6	10¾	1½	0	7.0	650	1000	350	35.00	16.70	10.00	None	Cox-Klemin XS1
11000	5	58-10	None..	13-0	None...	4	0	630.0	103.0	54.0	None..	0	2	0	6.0	5440	7600	2160	28.40	15.20	12.10	A-R-E	Cox-Klemin CK1
13300	5	32-6	29-10	5-4	5-4	0	0	310.0	37.4	16.5	5-4	30	1½	0	8.0	1573	2225	650	29.00	12.40	7.20	No	Cox-Klemin CK2A
16700	2¾	44-9	44-9	6-0	6-0	0	0	510.0	31 6	13.7	6-7	0	1½	0	....	2890	4665	1775	38.00	11.60	9.10	R	Cox-Klemin XA1
20000	4½	42-1	37-5	6-11	5-3	0	0	400.0	46.8	24.3	5-9	48	0	0	....	2790	4410	1620	36.00	11.00	11.00	R-E	Cox-Klemin XO4
23000	4	42-1	37-5	6-11	5-3	0	0	400.0	46.8	24.3	5-9	48	0	0	....	2800	4420	1620	36.00	9.80	11.00	R-E	Cox-Klemin CKCO1
8000	.....	.....	.....	4-11½	4-11½	2	2	352.6	.....	.....	5-1¼	1-4	1	0	....	1595	2150	.....	25.80	.....	6.09	.....	**Curtiss JN4H
5600	¼	22-0	19-3	4-8	3-4	0	0	144.2	24.0	10.5	3-2	11¼	0	0	13.0	1690	2071	381	18.40	4.10	14.30	None	††Curtiss NavyR
12000	3¾†	33-0	33-0	6-0	6-0	2	2	365.0	47.6	13.7	6-0	0	1½	5	7.0	1704	2524	820	32.50	15.80	6.90	A	††Curtiss Mail
11000	3	44-10	32-7	6-0	6-0	2¼	2¼	432.0	.....	.....	5-11	5½	1	5	....	1500	2275	320	.....	9.40	5.30	None	††Curtiss Standard
15000	3½	40-9	40-9	5-6	5-6	3½	3½	399.6	.....	.....	6-0	9½	1½	0	....	1732	2522	320	.....	10.80	6.30	None	††Curtiss Oriole
7000	3½	50-3	38-7	5-0	5-0	3½	3½	400.0	.....	.....	6-4	0	2	0	....	1911	2726	320	.....	12.00	6.80	A-R	††Curtiss Seagull
18700	.....	38-0	35-0	5-10	4-6	1	1	353.0	48.6	18.8	5-3½	47½	0	9	8.5	2477	4055	1578	38.90	9.78	13.00	R	Curtiss XO1
23400	.....	38-0	35-0	5-10	4-6	1	1	353.0	48.6	18.8	5-3½	47½	0	9	8.5	2304	3815	1511	39.60	7.55	11.51	R	Curtiss XO1
23700	.....	22-0	19-3	4-8	3-4	0	0	144.0	24.0	13.3	3-2	11¼	0	0	13.0	2036	2640	604	22.90	5.25	11.63	None	Curtiss R2C2
11100	.....	90-0	90-0	9-0	9-0	3	3	1533.0	138.5	65.9	10-6	0	3	0	4.5	7847	14097	6250	44.30	16.24	9.19	A-R	Curtiss NBS4
22250	.....	30-0	28-0	5-6	4-0	0	0	253.6	32.5	13.35	4-5	36	1½	0	12.0	1986	2800	814	29.10	6.67	11.05	None	Curtiss PW8A
23100	.....	31-6	26-0	5-2	4-15	2	2	250.0	32.5	13.35	4-5	36	1½	0	12.0	1988	2802	814	29.10	6.67	11.21	None	Curtiss PW8A
19900	.....	25-0	25-0	3-8¼	3-8¼	0	0	172.7	21.4	9.4	4-8	0	3	0	....	1029	1703	674	39.60	8.31	9.87	None	Curtiss F4C1
5250	.....	52-3	56-6	8-3	8-3	2½	2½	856.0	114.0	45.5	8-6	0	1½	0	5.5	5395	8675	3280	37.80	16.38	10.14	R	Curtiss CS1
20000	4½	39-8	39-8	5-8	5-8	0	0	411.0	55.0	17.5	5-8	0	2	0	8.5	2500	4300	1800	42.00	8.60	10.50	None	Douglas XO2
10000	4	50-0	50-0	7-6	7-6	3	3	707.0	94.0	40.0	8-0	0	2	0	6.0	4500	7000	2500	36.00	17.50	9.80	R	Douglas DT2
10000	12	50-0	5 -0	7-6	7-6	3	3	714.0	96.0	40.0	8-0	0	2	0	6.0	4400	8000	3600	45.00	20.00	11.20	None	Douglas DWC
12000	4	56-6	56-6	7-6	7-6	0	0	800.0	110.0	34.0	8-0	0	2	0	6.0	4160	6770	2610	39.00	17.00	8.50	None	Douglas C1
10000	4	50-0	50-0	7-6	7-6	3	3	714.0	96.0	40.0	8-0	0	2	0	6.0	4700	6400	1700	26.50	16.00	9.00	None	Douglas O5
6300	8	77-4½	77-4	10-10	10-10	4	4	1543.0	156.0	73.0	10-0	0	2	0	6.0	.....	14400	8320	60.80	18.00	9.30	None	Elias NBS3
.....	27	74-10	None...	14-11	None..	2¼	0	958.0	.....	.....	None..	0	0	0	....	5627	10750	5122	47.60	26.90	11.20	A-E-R	**Fokker T2
.....	11	42-5½	42-5	5-6	5-6	3	3	440.0	62.4	19.4	5-6	12	3	0	....	2732	4297	.....	36.20	10.20	9.77	R	**DeHaviland 4B
15000	4	29-4	23-8	.....	.....	3	1½	214.0	35.3	11.0	5-2	24	0	0	8.0	1500	2300	800	32.00	12.50	10.00	A-R	Huff-Daland Petrel4
19000	4	33.0	26-0	6-0	4-6	5	3	294.0	38.0	14.0	5-8	20	0	0	9.0	1400	2300	900	37.00	11.00	8.00	A-R	Huff-Daland Petrel4
11000	4	33-0	26-0	6-0	4-6	3	1½	294.0	38.0	14.0	5-8	28	0	0	7.0	1800	2600	700	27.00	14.00	8.80	A-R	Huff-Daland Petrel5
12000	4	50-0	42-0	9-6	9-6	5	3	678.0	96.0	26.0	8-0	23	0	0	8.0	3100	5400	2300	39.00	14.00	8.00	A-R-E	Huff-Daland Duster
.....	.....	66-0	66-0	.....	.....	1½	1½	.....	123.0	38.5	9-4	0	2	0	5.0	.....	.....	.....	.....	.....	.....	R	Huff-Daland Lt.Bomber
14000	5	26-9	26-9	4-0	4-0	½	0	196.0	128.0	12.0	4-6	9	2	0	7.0	600	1200	600	50.00	18.50	6.20	None	Kinner Airster
18000	.....	44-7	32-0	6-0	6-0	.....	.....	447.0	46.5	16.6	6-0	.....	.....	.....	.....	1660	.....	450	.....	.....	.....	A-R-E	Lincoln-Standard Tourabout
18000	3¾	44-7	32-0	6-0	6-0	.....	.....	447.0	46.5	16.6	6-0	5½	1	5	7.0	1735	2922	720	.....	.....	.....	.....	Lincoln-Standard LS5
.....	3	20-0	20-0	2-10	2-10	1½	0	108.0	13.0	6.0	3-4	.....	4	1½	11.0	370	600	230	.....	17.00	5.50	None	Lincoln-Standard 35
20000	7	46-0	.....	9-0	.....	4½	0	340.0	60.0	43.5	.....	.....	1½	.....	7.0	2750	4250	1500	28.00	10.60	12.50	Yes	Loening 1924
15000	6	45-0	45-0	6-0	6-0	3	3	500.0	71.4	27.6	5-9	12	3	0	8.0	3390	4960	1570	31.50	11.80	9.90	Yes	Loening COA1
19000	3¾	27-11	21-11	4-3	4-3	3	2	189.0	24.9	8.2	4-3	0	3	0	10.0	675	1175	500	42.00	19.50	6.20	None	††Longren
15000	6	38-0	38-0	5-4	5-4	2	2	365.0	38.6	20.4	4-10	16	0	0	8.0	2100	3500	1400	40.00	17.50	9.50	R	Martin Glenn L. 70
10500	5	84-0	84-0	11-0	11-0	2½	2½	1555.0	118.0	72.0	11-6	0	1½	3	6.0	9800	16500	6700	41.00	15.00	10.00	Yes	Remington-Burnelli RB2
.....	4	20-0	20-0	4-0	4-0	2	2	155.0	.....	.....	3-9	18	1½	0	6.5	581	1011	430	42.00	17.00	6.50	None	**Sperry
.....	5½	58-4	None...	12-10¾	None...	....	0	600.0	.....	.....	None..	0	2	0	....	3638	6017	2379	.....	14.80	9.85	None	Stout Monoplane
18000	4	32-0	32-	5-0	5-0	.....	.....	300.0	37.6	11.7	.....	0	0	0	....	1250	1950	700	.....	21.60	6.50	None	Swallow
.....	5	30-0	30-0	5-2	5-2	2	2½	295.0	35.0	11.0	4-10	16	1	0	7.0	1250	1950	700	57.00	21.70	6.80	None	Swallow 1924
18000	3½	44-7	30-0	6-0	6-0	.....	.....	447.0	48.2	34.8	6-0	5½	1	5	....	1735	2922	720	.....	16.20	6.50	.....	Swallow
.....	.....	28-0	28-0	4-4	4-4	1½	0	255.0	27.0	10.0	4-10	20	4	1½	....	980	1550	.....	.....	19.00	6.80	None	Swanson SS4
19500	26	24-6	.....	5-3⅜	5-3⅜	3½	1	228.5	.....	.....	4-5¾	None..	3	N	....	1717	2485	.....	.....	8.29	10.85	None	**Thomas-Morse MB3A
17800	2½	29-0	29-0	5-6	5-6	1	1½	296.0	30.3	12.0	4-10	27¾	1½	0	8.6	1248	1909	661	35.00	9.50	6.40	None	**Thomas-Morse S9
18500	3½	29-0	29-0	5-6	5-6	1	½	296.	31.3	12.0	4-10	27¾	1½	0	8.5	1248	1909	661	34.00	9.50	6.40	None	Thomas-Morse S9
17500	4	25-1	30-1	5-3	4-3½	3½	3½	264.0	45.0	11.5	4-5	0	2¼	0	8.5	1983	3478	1495	43.00	9.20	13.10	E-R	Thomas-Morse TM24
.....	.....	29-3	None...	7-10	None...	1	0	144.3	23.3	11.7	None..	0	0	0	....	1892	2380	488	20.40	4.70	16.50	None	**Verville-Sperry R3
18750	5	34-0	34-0	4-6	4-6	0	0	290.0	36.0	14.0	4-8	11¼	0	0	8.0	1410	2220	810	37.00	11.00	7.60	None	Vought UO1
16900	5	34-0	34-0	4-6	4-6	0	0	290.0	36.0	14.0	4-8	11¼	0	0	8.0	1620	2430	810	34.00	12.00	8.30	None	Vought UO1
19500	4½	34-0	34-0	4-6	4-6	1	1	293.0	36.0	11.0	4-8	11¼	0	0	8.0	1550	2130	580	28.00	11.00	7.20	None	Vought VE9
19800	4½	35-6	35-6	5-0	5-0	2	2	315.0	36.0	11.0	4-8	11¼	1¼	0	8.0	1580	2170	590	28.00	12.00	6.90	None	Vought VE7
16000	4½	35-6	35-6	5-0	5-0	2	2	315.0	36.0	11.0	4-8	11¼	1¼	0	8.0	1570	2165	595	28.00	12.00	6.90	None	Vought VE7H
15000	4	30-0	28-0	5-6	5-0	2	2	285.0	36.0	12.0	60	18	0	0	7.5	1070	1850	775	42.00	20.00	6.50	R-E	Waco 90
.....	9	40-0	40-0	7-0	7-0	2	2	532.0	64.0	19.0	84	7	0	0	7.5	1810	3610	1800	50.00	18.00	6.70	R-A	Waco A
.....	22¾	50-0	50-0	7-6	7-6	3	3	707.0	93.2	39.9	8-0	0	2	0	....	6048	115765	5527	47.80	19.80	16.40	R	Wright SDW1
.....	25¼	50-0	50-0	7-6	7-6	3	3	707.0	93.2	39.9	8-0	0	2	0	....	4943	104705	5527	52.70	17.90	14.80	R	Wright SDW1
.....	.....	40-0	None..	22-0	6-6	2½	0	290.0	.....	.....	None..	0	0	0	9.5	1990	1040	.....	.....	6.80	.....	None	Yellow Air Cab CF5

MailC—Mail Carrier
NigB—Night Bombing
Pas&F—Passengers and Freight
ProSwg—Propeller Swinging
PuBi—Pusher Biplane
PuMo—Pusher Monoplane
Rac—Racing
Recon—Reconnaissance
R—Rudder
SeL—Sea Level
Torp—Torpedo Carrier
TrBi—Tractor Biplane
TrMo—Tractor Monoplane
T&PTr—Tractor and Pusher Triplane
TrTr—Tractor Triplane
W-Vee—Water Cooled Vee
W-Vet—Water Cooled Vertical
W-3"W"—Water Cooled Three Row Vee

"Light" Airplane Specifications

MAKE AND MODEL	CHARACTERISTICS				GENERAL DIMENSIONS (Ft. Ins.)						ENGINE				PERFORMANCE					WEIGHTS (Lbs.)			
								Main Wings							Speed (M.P.H.)		Climb						
	Class	Type	Designed For	Seating Capacity (Inc. Pilot)	Length	Height	Wings of Folding Type	Span	Chord	Total Area	Make	Number	Total Horsepower	Type	Full Throttle (Sea Level)	Landing	Altitude	Minutes	Endurance at Cruising Speed (Hrs.)	Fully Loaded	Useful Loaded	Per H. P.	Per Square Foot of Surface
AMERICAN																							
Dormoy	Tr Mo.	Land Mac.	Sport Mac.	1	.....	....	No.	24	3–6	85	Henderson	1	19	A-Vert	.....	.....	.....	.....	.....	425	.....	.....	.....
Driggs Johnson	Tr Mo.	Land Mac.	Sport Mac.	1	.....	....	No.	27	....	70	Henderson	1	19	A-Vert	85	.....	.....	.....	.....	510	181	22.7	7.3
Fasig & Turner	Tr Bi.	Land Mac.	Sport Mac.	1	.....	....	No.	18	3–4	119	Indian Chief	1	....	A-Vee	.....	.....	.....	.....	.....	475	....	23.0	4.0
Heath	Tr Bi.	Land Mac.	Sport Mac.	1	.....	....	No.	22	7–6	165	Thor	1	18	A-Vee	.....	.....	.....	.....	.....	450	....	3.7	....
J. A. Macready	Tr Mo.	Land Mac.	Sport Mac.	1	.....	....	No.	.....	.....	.....	Indian	1	18	A-Vee	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mix Flying Arrow	Tr Bi.	Land Mac.	Sport Mac.	1	.....	....	No.	12	6–1	84	Indian	1	16	A-Vee	.....	.....	.....	.....	.....	360	....	.....	....
Mummert	Tr Mo.	Land Mac.	Sport Mac.	1	.....	....	No.	26	4–0	135	Harley Davidson	1	18½	A-Vee	.....	.....	.....	.....	.....	.....	.....	.....	.....
Huff Dalland	Tr Bi.	Convt.	Sport Mac.	1	20–0	6–9	No.	25	.....	.....	Motorcycle	1	20	A-	73	25	.....	.....	.....	.....	200	.....	.....
Snyder	Tr Bi.	Land Mac.	Sport Mac.	1	.....	....	No.	21	3–9	147	Indian Chief	1	18	A-Vee	.....	.....	.....	.....	.....	500	186	.....	.....
Van M. Dack	.....	Land Mac.	Sport Mac.	1	.....	....	No.	.....	.....	.....	Indian	1	18½	A-Vee	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wixon	.....	Land Mac.	Sport Mac.	1	.....	....	No.	.....	.....	.....	Wixon	1	19½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
BRITISH																							
Aero Club Cranwell 2	Tr Bi.	Land Mac.	Sport Mac.	2	23–3	....	Yes.	29–8	5–0	223	Bristol	1	22	A-Hor	.....	.....	.....	.....	.....	.....	.....	.....	.....
Avro Avis	Tr Bi.	Land Mac.	Sport Mac.	2	24–0	8–11	Yes.	30–0	4–6	255	Bristol	1	32	Horz	70	30	5000	24	2½	913	340	28.00	3.58
A. N. E. C.	Tr Mo.	Land Mac.	Sport Mac.	2	20–8	....	Yes.	38–0	5–0	185	Anzani	1	20	A-Rad	.....	.....	.....	.....	.....	.....	.....	.....	.....
Beardmore Wee-Bee 1	Tr Mo.	Land Mac.	Sport Mac.	2	22–2	5–0	No.	38–0	5–0	137	Bristol	1	32	Hors	86	36	3000	7	3½	834	345	25.64	4.47
Blackburn B-B	Tr Bi.	Land Mac.	Sport Mac.	2	21–8	....	Yes.	28–0	4–9	243	Blackburn	1	....	A-Rad	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bristol Brownie 91	Tr Mo.	Land Mac.	Sport Mac.	2	26–3	6–6	No.	36–4	6–0	204	Bristol	1	30	A-Rad	67	35	.....	.....	2	880	340	29.30	4.31
English-E Wren 2	Tr Mo.	Land Mac.	Sport Mac.	1	24–3	6–2	No.	37–0	5–0	150	A. B. C. Mod	1	7	A-Hor	50	25	170	1	1½	413	158	22.50	2.75
Gloucestshire Gannet	Tr Bi.	Land Mac.	Sport Mac.	1	15–10	6–0	Yes.	18–0	3–1½	103	Blackburn	1	5	W-Vee	70	35	.....	.....	.....	461	160	.....	4.50
De Haviland Humming Bird	Tr Mo.	Land Mac.	Sport Mac.	1	20–0	5–0	Yes.	30–1	4–6	120	Blackburn	1	6	A-Hor	73	33	10000	45	1½	560	....	37.40	4.70
Hawker Cygnet	Pu Bi.	Land Mac.	Sport Mac.	2	20–0	6–6	.....	27–9	9–7	....	A. B. C. Scorp	....	380	A-Hor	125	51	3500	45	1¾	322	....	.....	.....
Parnall Pixie 1924	Tr Mo.	Land Mac.	Sport Mac.	2	20–6	6–0	Yes.	32–6	4–6½	138	Bristol	1	32	A-Hor	82	40	4000	15	....	831	28	.....	.....
Parnall Pixie 3A	Tr Bi.	Land Mac.	Sport Mac.	2	20–6	7–9	Yes.	32–6	4–6½	241	Bristol	1	32	A-Hor	72	35	.....	.....	.....	891	28	.....	.....
Short Satellite 1	Tr Mo.	Land Mac.	Sport Mac.	2	23–9	5–6	No.	34–0	5–6	168	Bristol	1	32	A-Hor	74	40	250	1	2½	1000	370	30.00	5.90
Short Satellite 2	Tr Mo.	Fly B.	Sport Mac.	1	24–8	5–8	No.	36–0	6–0	210	Blackburn	2	36	.....	62	38	250	1	3¾	1060	230	29.50	5.30
Supermarine Sparrow 257	Tr Bi.	Land Mac.	Sport Mac.	2	23–9	7–3	Yes.	31–6	5–8	255	Bristol	1	33	A-Hor	72	27	5000	23	2½	887	385	27.20	3.40
Vickers Viget	Tr Bi.	Land Mac.	Sport Mac.	1	17–3	7–3	Yes.	25–0	4–3	200	Blackburn	1	37	A-Rad	81	30	3000	8	1½	625	218	16.60	3.12
Vickers Vagabond	Tr Bi.	Land Mac.	Sport Mac.	2	22–0	7–10	Yes.	28–0	4–6	224	Bristol	1	34	A-Hor	75	33	3000	11½	1	887	360	26.00	3.96
Westland Wood Pigeon 1	Tr Bi.	Land Mac.	Sport Mac.	2	19–6	7–0	Yes.	22–9	3–8	155	Bristol	1	30	A-Hor	70	40	1000	3½	1¾	830	340	27.60	5.30
Westland Widgeon 1	Tr Mo.	Land Mac.	Sport Mac.	2	20–0	6–11	Yes.	30–8	6–0	145	Blackburn	1	34	A-Rad	72	40	1000	3½	1¾	915	340	26.90	6.36

ABBREVIATIONS:
A-Vee—Air Cooled Vee
A-Vert—Air Cooled Vertical
Convt—Convertible
Land Mac—Land Machine
Sport Mac—Sport Machine
Tr Bi—Tractor Biplane
Tr Mo—Tractor Monoplane

American Exports of Electric Cars and Trucks

Countries	1922		1923		1924	
	No.	Value	No.	Value	No.	Value
North and South America						
Canada	20	$24,395	31	$50,769	29	$44,591
Panama	....	.....	15	19,974	29	43,321
Salvador	3	7,376	1	800	....	.....
Mexico	9	7,095	37	27,582	47	38,343
Newfoundland and Labrador	1	3,778	1	2,732	2	4,780
Trinidad and Tobago	2	1,642	....	.....	....	.....
Other British W. Indies	1	1,748	....	.....	....	.....
Cuba	1	1,902	2	2,056	2	6,132
Argentina	1	3,000	3	8,730	1	640
Brazil	1	1,620	2	7,255	1	1,359
Chile	1	2,593	....	.....	....	.....
Guatemala	....	.....	....	.....	1	3,074
British Guiana	1	880	....	.....	....	.....
Peru	2	7,009	....	.....	....	.....
Venezuela	1	1,400	3	15,280	1	600
Asia						
British India	3	3,403	2	5,000	2	5,147
Ceylon	2	2,928	....	.....	....	.....
China	9	7,478	....	.....	....	.....
Chosen	10	22,680	....	.....	....	.....
Other Dutch East Indies	5	4,106	....	.....	....	.....
Japan	179	$247,241	47	$64,315	14	17,019
Philippine Ils	1	2,714	2	4,017	....	.....
Europe						
Belgium	2	2,047	1	1,414	....	.....
Denmark	2	1,546	....	.....	....	.....
France	3	7,272	....	.....	....	.....
Netherlands	3	4,791	22	20,849	12	8,000
Norway	4	2,720	....	.....	....	.....
Rumania	....	.....	....	.....	1	250
Spain	4	8,799	1	2,100	2	1,340
Sweden	9	15,180	13	22,552	3	5,040
Turkey in Europe	4	3,000	....	.....	....	.....
England	3	5,025	9	13,637	1	2,506
Oceania						
Australia	30	36,860	3	7,920	....	.....
New Zealand	....	.....	1	2,215	....	.....
Canary Islands	....	.....	....	.....	1	566
French Oceania	....	.....	....	.....	2	1,350
Other Oceania	2	1,200	....	.....	....	.....
Africa						
British E. Africa	1	1,046	....	.....	....	.....
British So. Africa	5	5,787	5	5,727	2	4,004
Other Portuguese Africa	....	.....	1	1,183	....	.....
Total	325	$450,267	202	$286,107	153	$188,062

Marine Engine and Motor Boat Exports

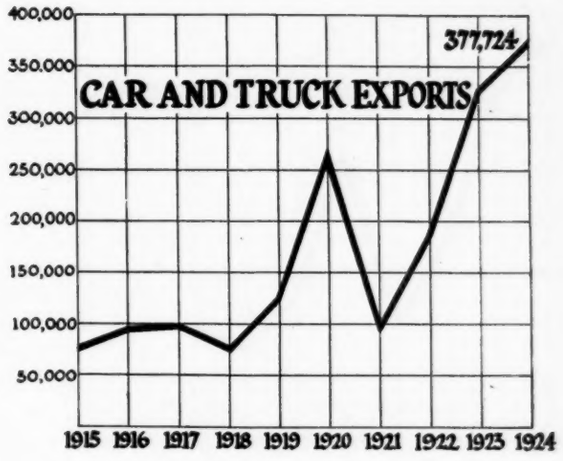
1924	No.	Value
Marine Engines, detachable	2,633	$280,417
Marine Engines, other except Diesel and semi-Diesel	2,476	854,830
Motor Boats	127	174,820

U. S. Imports of Passenger Cars

	No.	Value
1914	300	$ 620,493
1915	322	525,303
1916	1,474	801,911
1917	105	188,280
1918	105	75,136
1919	117	123,025
1920	926	1,026,518
1921	522	876,163
1922	483	802,888
1923	853	884,125
1924	604	841,524
	5,811	$6,765,366

Car and Truck Exports Totaled Nearly 400,000 During the Year 1924

By George E. Quisenberry



NEARLY 400,000 cars and trucks were required in 1924 to fill the foreign demand for Amercian motor vehicles. This total almost was reached by the exports from United States and Canada plus the production of foreign assembly branches of American manufacturers.

The exact shipments to more than one hundred countries were 377,724 units, of which 195,259 were cars and 40,119 were trucks, shipped direct from the two countries. The rest of the total was made up of 142,346 vehicles assembled in branches in England, Denmark, Sweden, Belgium, France, Spain, South Africa, Brazil, Argentina and Chile.

These 1924 sales exceeded those of 1923 by about 49,000, despite the fact that 1923 had been the largest export year in automotive history.

The figures given here are compiled from the annual exports reports, officially recorded in both the United States and Canada and from the assembly totals released by various manufacturers to the Automotive Division, Bureau of Foreign and Domestic Commerce. To special assistance from the Automotive Division is due our ability to present all details of the 1924 figures at this early date.

The value of the vehicles and parts exported from the United States and Canada last year was $241,163,988. Additional to this were tire exports totaling $26,274,590, making a grand total of $267,438,578. The comparative total for 1923 was $217,391,529, of which vehicles and parts comprised $197,982,000.

Increases were made in practically every category, the chief exception to this having been in the shipments of passenger cars from Canada. This decrease in the face of generally increasing totals elsewhere was due, it is explained, to a shift in the source of supply by one important company producing in Canada and by the opening of an assembly branch by another company in South Africa. Cars and trucks were formerly shipped complete to South Africa from Canada but now they are declared as parts. Completion of the Ford assembly projects in Australia, expected during the latter part of this year, will affect further the Canadian totals and, although the Canadian automotive business may really be larger, the industry expects a reduction in the official reports of both car and truck exports from the Dominion.

Shifts such as this must be understood in any study of the official automobile figures. Should there be further development of assembly branches in the different countries, radical changes would quickly show up in the customs declarations.

The detailed statistics of the year's shipments are given in the accompanying tables.

Export Shipments by Value

Passenger Cars	1924	1923
From United States	$112,532,797	$90,696,272
From Canada	22,080,799	29,324,031
Motor Trucks		
From United States	19,181,350	15,313,843
From Canada	4,429,161	4,503,659
Parts		
From United States	73,758,748	64,317,000
From Canada	4,992,049	3,530,339
Tires		
From United States	19,784,651	19,409,529
From Canada	6,489,939	6,330,419
Motorcycles	4,006,408	5,917,547
Tractors	14,726,220	12,852,970
Storage batteries	2,869,851	2,167,487
Spark plugs, magnetos	1,910,038	1,485,884

Additional items were servicing appliances, $2,841,-453; electric cars and trucks, $188,718; marine engines, $1,411,350; trailers, $201,191, and aircraft engines and parts, $798,273.

Export Shipments by Units

	1924	1923	1922
Passenger Cars			
From United States	151,375	127,035	66,791
From Canada	43,884	57,481	35,382
Motor Trucks			
From United States	27,347	24,861	11,443
From Canada	12,772	12,439	2,564
Branch Assemblies			
Cars and Trucks	142,346	107,183	68,858
Total Cars and Trucks	377,724	328,999	185,038
Motorcycles	16,859	22,112	15,976
Tractors	25,228	20,543	10,214
Storage Batteries	238,153	149,448	111,004
Automobile Tires (From United States)			
Casings	1,249,967	1,362,741	1,325,753
Inner Tubes	1,104,145	1,016,384	936,745
Solids	102,782	96,849	55,665

Passenger Car Exports

Country	1922 Up to $800	1922 $800 to $2,000	1922 $2,000 & Over	1922 Total	1923 Up to $500	1923 $500 to $800	1923 $800 to $2,000	1923 $2,000 & Over	1923 Total	1924 Up to $500	1924 $500 to $800	1924 $800 to $2,000	1924 Over $2,000	1924 Total
Austria (1914-1920 A.-Hungary)	8 $3,035	.....	.....	8 $3,035	37 $17,234	29 $18,653	13 $15,084	2 $6,881	81 $57,852	13 $5,831	15 $11,396	66 $74,076	12 $35,246	106 $126,549
Azores & Madeira Islands	8 $4,080 4,462	1 $1,400 288	 35	9 $5,480 4,785	19 $6,674 3,723	2 $1,181 469	5 $5,789 594	 145	26 $13,644 4,931	69 $24,067 261	17 $10,020 465	7 $10,304 729	 121	.93 $44,391 1,576
Belgium	$1,420,501	$318,116	$97,667	$1,836,284	$1,275,252	$275,229	$686,414	$418,899	$2,655,794	$106,677	$347,214	$854,137	$357,812	$1,665,840
Bulgaria	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 $780	4 $3,058	6 $8,083	1 $2,313	14 $14,234
Czechoslovakia	40 $16,456	.....	.....	40 $16,456	9 $1,894	1 $550	4 $3,786	.....	14 $6,230	16 $7,425	5 $3,832	27 $28,131	.....	48 $39,388
Denmark	269 $149,296	249 $259,397	7 $19,192	525 $427,885	725 $328,295	460 $306,883	588 $609,324	23 $78,953	1,796 $1,323,455	99 $38,674	249 $180,508	340 $374,480	28 $98,866	716 $692,528
Esthonia	.....	4 $3,730	.....	4 $3,730	100 $28,550	8 $5,242	13 $16,278	1 $3,857	122 $53,927	.....	4 $3,339	1 $832	.....	5 $4,171
Finland	49 $19,475	2 $1,953	1 $5,000	52 $26,428	419 $127,993	22 $14,565	53 $52,665	2 $4,716	496 $199,939	113 $44,871	148 $97,210	117 $124,483	3 $9,313	381 $275,877
France	248 $125,623	66 $81,464	41 $169,934	355 $377,021	171 $75,557	61 $41,867	50 $66,819	30 $129,949	312 $314,192	66 $26,899	29 $22,272	205 $251,378	49 $140,577	349 $441,126
Germany	16 $5,602	25 $27,268	5 $15,078	46 $47,948	11 $4,900	8 $5,047	37 $51,694	8 $30,013	64 $91,654	229 $98,809	369 $277,297	1,530 $1,764,261	219 $583,624	2,347 $2,723,991
Gibraltar	.....	17 $19,979	.....	17 $19,979	18 $6,542	7 $5,057	8 $9,971	.....	33 $21,570	.....	4 $3,213	1 $1,446	1 $2,500	6 $7,159
Greece	135 $65,271	16 $19,560	6 $16,025	157 $100,856	42 $19,149	37 $27,718	71 $74,598	15 $37,679	165 $159,144	107 $46,744	191 $140,432	155 $183,237	20 $54,889	473 $425,302
Hungary	8 $3,407	.....	.....	8 $3,407	4 $1,918	.....	9 $11,666	1 $2,466	14 $16,050	1 $490	12 $8,270	41 $49,265	4 $11,118	58 $69,143
Iceland & Faroe Islands	.....	4 $4,278	.....	4 $4,278	.....	.....	2 $2,666	.....	2 $2,666	1 $513	.....	1 $1,042	.....	2 $1,555
Italy	218 $67,354	18 $22,303	10 $43,410	246 $133,067	1,935 $541,678	54 $29,284	20 $29,086	18 $54,543	2,027 $654,591	2,509 $703,263	29 $18,357	29 $35,194	33 $117,859	2,600 $874,673
Latvia	96 $38,545	3 $3,000	1 $5,510	100 $47,055	69 $21,775	3 $2,154	16 $17,542	2 $4,400	90 $45,871	.....	3 $2,182	24 $25,772	3 $7,497	30 $35,451
Lithuania	.....	.....	.....	.....	.....	.....	8 $8,975	1 $2,692	9 $11,667	.....	.....	1 $11,932	.....	1 $1,932
Malta, Gozo & Cyprus	73 $27,871	4 $3,828	2 $5,550	79 $37,199	116 $43,687	9 $5,654	25 $27,723	1 $2,304	151 $79,368	61 $22,273	13 $8,631	15 $16,216	4 $13,600	93 $60,720
Netherlands	389 $243,791	259 $274,533	40 $130,288	688 $648,612	388 $167,375	397 $265,303	725 $765,435	76 $220,371	1,586 $1,418,484	222 $96,680	502 $358,213	1,364 $1,269,765	149 $426,717	1,937 $2,151,375
Norway	961 $278,772	212 $209,960	3 $7,892	1,176 $496,624	2,192 $720,715	208 $139,724	659 $672,750	11 $27,701	3,070 $1,560,890	176 $68,023	176 $117,986	146 $151,797	6 $16,614	504 $354,420
Poland & Danzig	12 $7,462	16 $18,375	.....	28 $25,837	140 $40,758	23 $15,866	48 $55,178	3 $7,727	214 $119,529	1 $521	29 $20,105	77 $91,305	4 $11,500	111 $123,431
Portugal	11 $6,305	49 $55,422	2 $8,085	62 $69,812	93 $35,858	29 $20,563	134 $161,795	11 $32,315	267 $250,531	85 $35,846	47 $35,591	134 $155,612	5 $11,731	271 $238,780
Rumania	23 $8,179	3 $3,518	9 $29,467	35 $41,164	2 $988	14 $7,352	50 $58,001	15 $43,306	81 $109,647	91 $34,604	47 $33,787	86 $100,625	16 $40,203	240 $209,219
Russia	196 $91,828	6 $5,723	1 $3,212	203 $100,763	28 $10,961	5 $3,415	9 $9,973	9 $32,036	51 $56,385	160 $61,350	.....	1 $1,500	.....	161 $62,850
Spain	1,148 $496,743	853 $990,623	110 $322,701	2,111 $1,810,067	2,700 $944,597	1,432 $918,781	2,022 $2,320,171	176 $444,734	6,330 $4,628,283	1,821 $728,288	1,178 $867,599	1,800 $2,140,816	181 $507,679	4,980 $4,244,382
Sweden	2,127 $856,298	927 $979,248	9 $24,415	3,063 $1,859,961	3,837 $1,441,153	969 $682,286	1,889 $1,919,923	49 $119,439	6,744 $4,162,801	405 $143,427	926 $652,493	1,360 $1,423,281	68 $179,634	2,759 $2,398,835
Switzerland	57 $31,791	161 $181,471	37 $103,370	255 $316,632	143 $65,644	46 $27,962	271 $296,746	35 $87,652	495 $478,004	67 $28,751	203 $140,836	660 $818,409	61 $157,313	991 $1,145,309
Turkey	85 $31,560	11 $14,816	.....	96 $46,376	20 $6,704	.....	7 $7,488	1 $3,275	28 $17,467	15 $5,625	2 $1,969	24 $27,958	.....	41 $35,553
Ukraine	.....	12 $13,025	3 $7,650	15 $20,675	4 $1,572	.....	3 $4,603	2 $7,147	9 $13,322	1 $450	.....	.....	.....	1 $450
England	2,849 $1,617,732	1,218 $1,310,870	86 $303,225	4,153 $3,231,827	3,317 $1,143,267	1,912 $1,258,174	2,034 $2,024,323	129 $425,343	7,392 $4,851,107	975 $430,566	2,568 $1,747,144	2,045 $2,421,061	201 $615,041	5,789 $5,214,812
Scotland	36 $21,744	40 $38,448	1 $2,500	77 $62,692	3 $1,463	9 $6,321	8 $12,680	2 $6,201	22 $26,665	3 $1,395	64 $37,627	21 $23,200	4 $13,173	92 $75,395
Iceland	68 $28,742	16 $17,645	1 $4,800	85 $51,187	56 $21,884	94 $63,674	11 $13,500	7 $23,112	168 $122,170	21 $5,247	158 $111,900	67 $72,471	1 $3,300	247 $192,918
Yugoslavia, Albania & Fiume	12 $4,611	4 $4,060	.....	16 $8,671	2 $958	2 $1,549	1 $1,205	1 $2,677	6 $6,389	15 $6,737	6 $3,907	12 $13,107	1 $2,313	34 $26,064
North and South America— British Honduras	9 $4,482	3 $3,396	.....	12 $7,878	2 $454	4 $2,519	1 $1,208	.....	7 $4,181	8 $2,367	5 $3,227	3 $3,600	1 $2,020	17 $11,214
Canada	4,468 $2,595,827	5,013 $5,853,275	735 $2,120,579	10,216 $10,569,681	1,152 $347,891	4,081 $2,599,140	5,159 $5,639,828	620 $1,685,287	11,012 $10,272,149	1,315 $346,827	2,866 $1,917,679	4,362 $4,964,807	424 $1,219,355	8,967 $8,448,668
Costa Rica	21 $12,423	9 $8,841	.....	30 $21,264	15 $5,568	26 $19,031	22 $24,232	2 $5,940	65 $54,771	62 $28,400	36 $24,870	50 $53,297	.....	148 $106,567
Guatemala	27 $20,121	28 $31,660	3 $6,711	58 $58,492	18 $7,182	47 $34,121	85 $98,797	3 $9,456	153 $149,556	17 $5,977	94 $70,771	215 $261,073	.....	328 $337,821
Honduras	25 $11,065	9 $11,352	.....	34 $22,417	38 $13,797	2 $1,062	13 $14,962	2 $5,356	55 $35,177	31 $9,634	16 $11,099	13 $12,494	.....	60 $33,227
Nicaragua	.....	.....	.....	.....	4 $1,396	6 $4,296	8 $10,428	.....	18 $16,120	17 $6,281	30 $22,364	33 $37,064	1 $2,495	81 $68,204
Panama	111 $59,231	76 $91,357	4 $9,450	191 $160,038	109 $42,167	66 $42,893	247 $298,505	6 $14,700	428 $398,265	133 $55,334	98 $69,602	213 $253,270	5 $19,705	449 $388,911
Salvador	13 $9,227	39 $49,934	5 $13,915	57 $73,076	9 $4,235	34 $24,745	66 $73,677	10 $23,700	119 $126,357	43 $20,526	67 $50,923	215 $245,237	13 $39,805	338 $356,491
Mexico	5,331 $2,280,558	1,775 $1,900,309	173 $459,934	7,279 $4,640,801	4,856 $1,645,806	1,158 $789,390	1,449 $1,530,452	96 $289,218	7,559 $4,254,866	5,597 $1,817,201	1,261 $847,742	1,682 $1,828,992	143 $444,021	8,683 $4,937,956
Miquelon Langley etc.	.....	.....	.....	.....	1 $300	.....	1 $1,600	.....	2 $1,900	2 $750	1 $719	.....	.....	3 $1,469
Newfoundland & Labrador	7 $3,465	19 $23,914	26	34 $27,379	34 $12,117	8 $5,976	48 $56,411	2 $4,900	92 $79,404	49 $20,111	15 $10,562	39 $45,200	2 $4,771	105 $80,644
Barbados	22 $8,570	5 $5,801	.....	27 $14,371	68 $25,351	3 $2,038	19 $18,473	.....	90 $45,862	60 $23,900	13 $10,024	29 $34,034	.....	102 $67,958
Jamaica	273 $138,160	100 $110,886	55 $13,615	378 $262,661	269 $104,752	148 $105,792	162 $171,493	2 $5,682	581 $387,719	136 $51,356	157 $116,423	144 $147,868	3 $9,866	440 $325,523
Trinidad & Tobago	102 $46,682	18 $17,474	.....	120 $64,156	146 $52,899	32 $21,657	18 $18,389	1 $6,500	197 $99,445	148 $57,871	41 $29,717	15 $15,571	1 $3,224	205 $106,383
Other British West Indies	134 $52,091	29 $34,535	12 $37,593	175 $124,219	116 $39,888	13 $8,894	35 $39,844	2 $8,600	166 $97,226	86 $29,874	14 $9,259	21 $24,690	2 $8,500	123 $72,323
Cuba	1,291 $497,676	254 $331,138	144 $400,522	1,689 $1,229,336	4,513 $1,260,036	568 $411,145	689 $825,081	233 $661,166	6,003 $3,157,428	5,741 $1,763,847	1,028 $673,024	893 $1,020,438	252 $738,294	7,914 $4,195,603
Dominican Republic	135 $52,419	42 $50,918	6 $15,576	183 $118,913	461 $163,158	56 $36,351	111 $125,845	8 $20,058	636 $345,412	467 $162,017	96 $69,434	136 $160,984	25 $66,900	724 $459,335
Dutch West Indies	42 $16,917	7 $4,914	.....	46 $21,831	58 $19,864	4 $2,267	11 $10,841	1 $2,150	74 $35,122	50 $20,050	19 $12,891	26 $28,642	1 $3,742	96 $65,325
French West Indies	14 $5,972	3 $2,829	.....	17 $8,801	10 $3,826	.....	21 $18,783	.....	31 $22,609	5 $1,952	1 $861	3 $3,024	.....	9 $5,837
Haiti	91 $52,387	16 $19,141	.....	107 $71,528	50 $19,090	65 $46,724	65 $69,569	4 $10,476	184 $145,859	74 $30,446	72 $51,105	71 $78,893	2 $4,900	219 $165,344
Virgin Is.	10 $3,698	1 $1,300	.....	11 $4,998	9 $3,677	1 $741	5 $5,710	.....	15 $10,128	15 $5,920	3 $2,096	5 $5,265	.....	23 $13,341
Argentina	1,245 $783,063	1,147 $1,222,150	105 $301,854	2,497 $2,307,067	2,253 $1,005,907	1,740 $1,136,911	2,445 $2,567,587	207 $594,317	6,645 $5,304,722	5,462 $2,404,779	2,887 $2,038,342	3,603 $4,090,823	267 $751,689	12,219 $9,285,633
Bolivia	3 $1,503	5 $5,926	4 $11,727	12 $19,156	6 $2,557	6 $4,405	58 $69,613	6 $15,993	76 $92,568	11 $4,893	22 $16,921	57 $74,454	7 $20,094	97 $116,362
Brazil	833 $385,953	782 $829,552	57 $161,047	1,672 $1,376,552	283 $108,398	513 $335,912	1,286 $1,300,962	54 $152,144	2,136 $1,897,416	1,984 $640,201	1,349 $967,252	1,885 $2,017,632	171 $474,000	5,389 $4,099,485

from 1922 to 1924

Country	1922 Up to $800	1922 $800 to $2,000	1922 $2,000 & Over	1922 Total 1922	1923 Up to $500	1923 $500 to $800	1923 $800 to $2,000	1923 Over $2,000	1923 Total 1923	1924 Up to $500	1924 $500 to $800	1924 $800 to $2,000	1924 Over $2,000	1924 Total 1924
	97	*50*	*3*	*150*	*341*	*87*	*347*	*20*	*795*	*1,446*	*165*	*395*	*89*	*2,095*
Chile	$36,736	$59,224	$11,316	$107,276	$109,026	$60,933	$399,801	$50,686	$620,446	$328,069	$122,201	$488,806	$258,246	$1,197,322
	104	*60*	*8*	*172*	*189*	*47*	*169*	*9*	*414*	*263*	*123*	*276*	*18*	*680*
Colombia	$45,060	$68,670	$23,511	$137,241	$66,440	$30,148	$196,330	$23,621	$316,539	$97,796	$87,648	$342,224	$54,972	$582,640
	15	*10*	.....	*25*	*37*	*9*	*23*	*1*	*70*	*89*	*28*	*87*	*2*	*206*
Ecuador	$8,084	$10,732	.....	$18,816	$13,542	$6,553	$28,677	$2,540	$51,312	$34,976	$20,194	$106,448	$4,870	$166,488
	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Falkland Is.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	53	*7*	.....	*60*	*79*	*8*	*8*	.....	*95*	*27*	*29*	*6*	.....	*62*
British Guiana	$24,145	$6,842	.....	$30,987	$28,140	$5,218	$8,075	.....	$41,433	$10,363	$20,695	$6,268	.....	$37,326
	22	*2*	.....	*24*	*13*	*2*	.....	.....	*15*	*4*	.....	*3*	.....	*7*
Dutch Guiana	$10,297	$1,952	.....	$12,249	$5,247	$1,100	.....	.....	$6,347	$1,507	.....	$3,377	.....	$4,884
	4	.....	.....	*4*	*2*	.....	.....	.....	*2*	*2*	.....	.....	.....	*2*
French Guiana	$1,932	.....	.....	$1,932	$738	.....	.....	.....	$738	$728	.....	.....	.....	$728
	2	.....	.....	*2*	.....	.....	.....	.....	.....	*27*	*33*	*2*	.....	*62*
Paraguay	$1,304	.....	.....	$1,304	.....	.....	.....	.....	.....	$9,371	$26,130	$2,892	.....	$38,393
	40	*14*	*8*	*62*	*365*	*82*	*182*	*18*	*647*	*631*	*393*	*489*	*30*	*1,543*
Peru	$19,803	$15,725	$34,085	$69,613	$134,296	$59,610	$188,207	$52,560	$434,673	$240,686	$285,210	$574,649	$100,392	$1,200,937
	602	*122*	*17*	*741*	*2,373*	*322*	*380*	*53*	*3,128*	*2,895*	*787*	*607*	*33*	*4,322*
Uruguay	$226,121	$139,345	$49,684	$415,150	$697,152	$197,344	$437,125	$166,901	$1,498,522	$851,174	$534,869	$703,455	$91,366	$2,180,864
	328	*91*	*30*	*449*	*483*	*75*	*194*	*36*	*788*	*716*	*242*	*309*	*47*	*1,314*
Venezuela	$145,627	$106,724	$91,839	$344,190	$185,876	$50,895	$208,952	$97,757	$543,480	$279,144	$182,913	$351,706	$129,499	$943,262
Asia—	*4*	*1*	.....	*5*	*4*	*3*	*2*	.....	*9*	.....	.....	*5*	.....	*5*
Aden	$2,550	$1,108	.....	$3,658	$2,000	$1,650	$2,065	.....	$5,715	.....	.....	$6,400	.....	$6,400
	35	.....	.....	*35*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Armania, etc.	$13,081	.....	.....	$13,081	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	673	*398*	*8*	*1,079*	*782*	*730*	*477*	*9*	*1,998*	*723*	*1,022*	*503*	*13*	*2,261*
British India	$435,562	$409,997	$24,204	$869,763	$350,490	$486,471	$489,894	$22,398	$1,349,253	$331,951	$731,785	$553,867	$36,396	$1,653,999
	119	*33*	.....	*152*	*67*	*113*	*111*	*3*	*294*	*107*	*127*	*140*	*3*	*377*
Ceylon	$74,092	$33,039	.....	$107,131	$30,357	$71,499	$116,595	$8,260	$226,711	$48,261	$92,926	$152,935	$6,361	$300,483
	93	*71*	.....	*164*	*208*	*163*	*228*	*2*	*601*	*221*	*195*	*218*	.....	*634*
Straits Settlements	$57,861	$74,648	.....	$132,509	$98,022	$103,451	$230,506	$4,406	$436,385	$102,594	$143,374	$237,087	.....	$483,055
	.....	*1*	.....	*1*	.....	.....	.....	.....	.....	*2*	*5*	*2*	.....	*9*
Other British East Indies	.....	$1,445	.....	$1,445	.....	.....	.....	.....	.....	$1,040	$3,751	$1,826	.....	$6,617
	352	*217*	*10*	*579*	*215*	*281*	*305*	*16*	*817*	*312*	*416*	*306*	*11*	*1,045*
China	$217,585	$228,724	$25,612	$471,921	$79,589	$201,633	$345,127	$50,215	$676,564	$118,688	$295,390	$371,174	$29,442	$814,694
	7	.....	.....	*7*	*34*	*4*	*5*	.....	*43*	*152*	*11*	*2*	.....	*165*
Chosen	$2,962	.....	.....	$2,962	$12,414	$2,650	$6,122	.....	$21,186	$49,511	$7,921	$2,846	.....	$60,278
	120	*250*	*9*	*379*	*187*	*388*	*665*	*5*	*1,245*	*104*	*504*	*449*	*2*	*1,059*
Java & Madura	$85,808	$262,433	$26,748	$374,989	$86,408	$260,973	$693,605	$14,536	$1,055,522	$50,507	$368,249	$478,476	$5,000	$902,232
	.....	*22*	.....	*22*	*4*	*16*	*65*	.....	*85*	*7*	*120*	*84*	.....	*211*
Other Dutch East Indies	.....	$22,027	.....	$22,027	$1,200	$11,179	$62,423	.....	$74,802	$3,404	$81,771	$91,539	.....	$176,714
	.....	.....	.....	.....	*1*	.....	.....	.....	*1*	.....	.....	.....	.....	.....
Far East Republic	.....	.....	.....	.....	$463	.....	.....	.....	$463	.....	.....	.....	.....	.....
	10	*1*	.....	*11*	*10*	*17*	*5*	*1*	*42*	*10*	.....	.....	.....	*10*
French Indo China	$3,658	$919	.....	$4,577	$7,333	$13,010	$5,097	$4,128	$29,568	$4,080	.....	.....	.....	$4,080
	10	.....	.....	*10*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Greece	$3,920	.....	.....	$3,920	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5	*2*	.....	*7*	*99*	*1*	*6*	.....	*106*	*287*	*6*	*26*	.....	*319*
Hejaz, Arabia & Iraq	$3,888	$1,951	.....	$5,839	$33,217	$785	$5,301	.....	$39,303	$96,836	$4,443	$23,652	.....	$124,931
	11	*36*	*12*	*59*	*62*	*12*	*116*	*8*	*198*	*59*	*25*	*104*	*13*	*201*
Hongkong	$7,346	$36,636	$45,198	$89,180	$26,166	$7,781	$123,408	$24,287	$181,642	$21,233	$19,802	$125,082	$41,531	$207,648
	1,067	*164*	*40*	*1,271*	*2,504*	*489*	*648*	*93*	*3,734*	*2,289*	*618*	*1,148*	*92*	*4,147*
Japan	$455,629	$197,528	$130,134	$783,291	$795,932	$320,970	$718,825	$268,794	$2,104,521	$768,061	$403,366	$1,333,228	$256,913	$2,761,568
	82	*3*	*1*	*86*	*44*	*8*	*2*	*1*	*55*	*31*	*25*	*10*	.....	*66*
Kwantung	$23,594	$2,940	$2,709	$29,243	$16,355	$4,726	$3,150	$2,600	$26,831	$12,544	$16,911	$15,895	.....	$45,350
	832	*162*	*5*	*999*	*480*	*108*	*186*	*6*	*780*	*599*	*181*	*204*	*3*	*987*
Palestine & Syria	$388,255	$176,962	$11,311	$576,528	$141,051	$77,970	$210,463	$14,921	$444,405	$203,404	$131,208	$237,487	$6,723	$578,822
	27	.....	.....	*27*	*163*	*1*	*1*	.....	*165*	*94*	.....	*2*	.....	*96*
Persia	$9,830	.....	.....	$9,830	$46,444	$525	$879	.....	$47,848	$31,002	.....	$1,706	.....	$32,708
	49	*176*	*25*	*550*	*578*	*319*	*514*	*32*	*1,443*	*970*	*585*	*641*	*59*	*2,255*
Philippine Is.	$201,562	$188,949	$67,416	$457,927	$219,299	$231,213	$574,712	$88,964	$1,114,188	$377,743	$435,402	$737,552	$173,761	$1,724,458
	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*4*	*4*	*8*
Russia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$6,152	$11,763	$17,915
	17	*15*	*1*	*33*	*2*	*9*	*12*	.....	*23*	*18*	*31*	*10*	.....	*59*
Siam	$11,541	$15,528	$5,000	$32,069	$784	$6,681	$10,528	.....	$17,993	$8,618	$22,250	$10,300	.....	$41,168
	16	.....	.....	*16*	*9*	.....	*3*	.....	*12*	*10*	.....	*2*	.....	*12*
Turkey	$6,275	.....	.....	$6,275	$2,927	.....	$2,573	.....	$5,500	$3,040	.....	$2,484	.....	$5,524
	.....	.....	.....	.....	.....	.....	.....	.....	.....	*4*	.....	.....	.....	*4*
Other Asia	.....	.....	.....	.....	.....	.....	.....	.....	.....	$1,456	.....	.....	.....	$1,456
Oceania—	*6,674*	*4,414*	*148*	*11,236*	*6,375*	*8,835*	*10,251*	*356*	*25,817*	*15,134*	*13,900*	*10,079*	*451*	*39,564*
Australia	$3,658,137	$4,664,636	$394,157	$8,716,930	$2,564,756	$5,814,281	$10,771,042	$863,392	$20,013,471	$5,853,192	$8,975,224	$11,122,518	$1,079,159	$27,030,093
	1,030	*798*	*12*	*1,840*	*679*	*1,234*	*2,287*	*69*	*4,269*	*688*	*1,440*	*1,819*	*118*	*4,065*
New Zealand	$686,887	$832,268	$32,122	$1,551,277	$298,380	$862,920	$2,399,223	$184,682	$3,745,205	$324,417	$1,004,309	$2,036,322	$313,864	$3,678,912
	9	.....	.....	*9*	.....	*18*	*2*	.....	*20*	*12*	*16*	*12*	.....	*40*
Other British Oceania	$4,821	.....	.....	$4,821	.....	$13,331	$2,912	.....	$16,243	$5,216	$11,598	$13,195	*4*	$30,009
	11	*4*	.....	*15*	*8*	*5*	*1*	.....	*14*	*26*	*17*	*7*	*1*	*51*
French Oceania	$4,533	$4,960	.....	$9,493	$2,650	$3,065	$1,122	.....	$6,837	$9,455	$11,602	$9,189	$2,250	$32,496
	19	.....	.....	*19*	*2*	*1*	*1*	.....	*4*	*4*	*4*	*3*	.....	*11*
Other Oceania	$11,199	.....	.....	$11,199	$900	$650	$1,095	.....	$2,645	$1,650	$2,956	$3,315	.....	$7,921
Africa—	*68*	.....	.....	*68*	*44*	*2*	.....	.....	*46*	*57*	.....	.....	.....	*57*
Belgian Congo	$24,732	.....	.....	$24,732	$16,628	$1,050	.....	.....	$17,678	$20,201	.....	.....	.....	$20,201
	66	*59*	*5*	*130*	*42*	*81*	*78*	.....	*201*	*24*	*52*	*36*	.....	*112*
British W. Africa	$41,166	$66,506	$12,702	$120,374	$17,636	$54,787	$77,206	.....	$149,629	$11,284	$36,650	$37,076	.....	$85,010
	681	*1,343*	*19*	*2,043*	*607*	*1,170*	*3,054*	*22*	*4,853*	*1,018*	*3,201*	*3,369*	*34*	*7,622*
British S. Africa	$483,076	$1,331,544	$54,935	$1,869,555	$270,956	$835,247	$2,995,165	$57,672	$4,159,040	$479,790	$2,322,970	$3,547,553	$93,631	$6,443,944
	60	*33*	.....	*93*	*106*	*19*	*88*	.....	*213*	*290*	*116*	*173*	*4*	*583*
British E. Africa	$35,973	$34,486	.....	$70,459	$46,073	$11,859	$87,572	.....	$145,504	$128,656	$81,553	$184,727	$13,241	$408,177
	51	*54*	*1*	*106*	*59*	*30*	*82*	*1*	*172*	*47*	*52*	*124*	*1*	*224*
Canary Is.	$25,794	$64,123	$2,400	$92,317	$26,525	$19,105	$92,751	$2,466	$140,847	$20,457	$37,402	$138,919	$3,299	$199,177
	349	*25*	.....	*374*	*120*	*52*	*44*	*3*	*219*	*158*	*111*	*38*	*2*	*309*
Egypt	$150,970	$28,911	.....	$179,881	$49,710	$33,598	$41,119	$8,738	$133,165	$71,408	$77,776	$38,801	$7,381	$195,366
	45	.....	.....	*45*	*80*	*3*	.....	*1*	*84*	*28*	*1*	.....	.....	*29*
Algeria and Tunis	$17,368	.....	.....	$17,368	$26,101	$1,650	.....	$3,400	$31,151	$9,680	$542	.....	.....	$10,222
	50	.....	.....	*50*	*105*	*10*	*6*	.....	*121*	*131*	*23*	*2*	.....	*156*
Other French Africa	$21,092	.....	.....	$21,092	$35,627	$7,393	$6,072	.....	$49,092	$13,080	$17,499	$1,616	.....	$62,195
Italian Africa	.....	.....	.....	.....	.....	.....	.....	.....	.....	*6*	.....	.....	.....	*6*
	.....	.....	.....	.....	.....	.....	.....	.....	.....	$2,310	.....	.....	.....	$2,310
Kamerun	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1	.....	.....	*1*	.....	.....	.....	.....	.....	*4*	.....	*1*	.....	*5*
Liberia	$685	.....	.....	$685	.....	.....	.....	.....	.....	$1,586	.....	$1,595	.....	$3,181
Madagascar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	119	*9*	.....	*128*	*105*	*23*	*4*	*1*	*133*	*198*	*30*	*3*	.....	*231*
Morocco	$53,313	$9,427	.....	$62,740	$39,893	$16,327	$3,248	$2,466	$61,934	$74,695	$22,134	$3,024	.....	$99,853
	11	*11*	.....	*22*	*19*	*8*	*15*	.....	*42*	*44*	*79*	*41*	.....	*164*
Portuguese East Africa	$7,153	$9,778	.....	$16,931	$7,910	$5,914	$16,085	.....	$29,909	$18,051	$52,740	$42,795	.....	$113,586
	73	*3*	.....	*76*	*35*	*17*	*12*	.....	*64*	*62*	*22*	*5*	.....	*89*
Other Portuguese Africa	$33,167	$2,789	.....	$35,956	$13,828	$12,666	$11,732	.....	$38,226	$26,577	$17,180	$5,431	.....	$49,188
	10	*9*	*1*	*20*	*6*	*4*	*8*	.....	*18*	*22*	*17*	*3*	.....	*42*
Spanish Africa	$7,518	$11,250	$2,692	$21,460	$2,922	$2,872	$10,462	.....	$16,256	$9,130	$10,370	$4,065	.....	$23,565
	42,234	*22,532*	*2,025*	*66,791*	*52,539*	*29,607*	*41,998*	*2,801*	*127,035*	*59,170*	*42,406*	*46,254*	*3,545*	*151,375*
Totals	$20,505,256	$24,621,341	$5,923,219	$51,049,816	$18,606,717	$19,697,747	$44,591,387	$7,796,421	$90,692,272	$21,484,023	$29,012,219	$52,081,282	$9,955,273	$112,532,797

American Truck Exports

Country	1922 Up to 1 Ton	1922 1 to 2½ Tons	1922 Over 2½ Tons	Total 1922	1923 Up to 1 Ton	1923 1 to 2½ Tons	1923 Over 2½ Tons	Total 1923	1924 Up to 1 Ton	1924 1 to 2½ Tons	1924 Over 2½ Tons	Total 1924
Austria (Prior to 1920 A. Hungary)	2			2	1			1				
Azores & Madeira Isl.	$768			$768	$531			$531				
	7			7	8			8	4			4
Belgium	$2,968			$2,968	$3,450			$3,450	$2,337			$2,337
	2,820	4		2,824	3,955	2		3,957	25	2	1	28
Bulgaria	$728,947	$6,703		$735,650	$954,277	$2,068		$956,345	$15,029	$2,212	$10,000	$27,241
Czechoslovakia	5			5								
Denmark	$2,122			$2,122								
	20	5	1	26	14	34		48	6	24	5	35
Esthonia	$6,182	$7,253	$2,224	$15,659	$7,434	$34,089		$41,523	$6,183	$34,078	$9,230	$49,491
		1		1	82	1		83				
Finland		$1,315		$1,315	$21,229	$1,700		$22,929				
	32	1		33	353	1		354	49	3		52
France	$10,245	$3,200		$13,445	$93,390	$1,275		$94,665	$23,903	$4,925		$28,828
	4	7	4	15	16	1	2	19	6			6
Germany	$1,369	$12,046	$4,983	$18,398	$11,557	$1,426	$4,583	$17,566	$2,642			$2,642
	3	21		24	1		2	3	15	30	2	47
Gibraltar	$1,213	$50,675		$51,888	$425		$5,000	$5,425	$9,815	$31,689	$11,431	$52,935
					4			4		1		1
Greece					$1,680			$1,680		$1,111		$1,111
	8			8	1			1	21	11		32
Hungary	$3,232			$3,232	$393			$393	$8,083	$16,840		$24,923
	1			1								
Iceland & Faroe Isl.	$389			$389								
Italy												
	32			32	509			509	2,513			2,513
Latvia	$7,212			$7,212	$144,167			$144,167	$638,002			$638,002
	1		7	8	35	1	1	37				
Malta, Gozo & Cyprus	$425		$20,800	$21,225	$9,289	$1,750	$2,325	$13,364				
	4	1		5	11			11	1			1
Netherlands	$1,536	$1,200		$2,736	$3,466			$3,466	$505			$505
	78	7	4	89	32	3		35	26	28		54
Norway	$36,039	$10,439	$4,880	$51,358	$14,643	$3,106		$17,749	$22,783	$30,063		$52,846
	207	22		229	548	30	8	586	9	15	3	27
Poland & Danzig	$63,716	$21,985		$85,701	$154,919	$42,606	$12,298	$209,823	$7,476	$22,346	$5,043	$34,865
	1			1	2			2	1	1		2
Portugal	$650			$650	$1,083			$1,083	$860	$1,424		$2,284
	3			3	9			9	6	1		7
Rumania	$1,404			$1,404	$3,808			$3,808	$1,533	$500		$2,033
	1	2		3			1		8			8
Russia	$404	$3,766		$4,170					$4,000			$4,000
	67	2		69	58		1	59	77	50		127
Spain	$32,362	$900		$33,262	$25,585		$4,441	$30,026	$29,469	$20,400		$49,869
	776	8	2	786	1,078	32	7	1,117	561	77		638
Sweden	$193,622	$9,561	$4,133	$207,316	$253,213	$30,114	$7,146	$290,473	$192,446	$77,036		$269,482
	366	20	1	387	1,628	117	20	1,765	1,330	68		1,398
Switzerland	$105,641	$25,155	$2,192	$132,988	$482,517	$117,791	$37,692	$638,000	$441,050	$77,945		$518,995
									10			10
Turkey									$5,119			$5,119
	14	2		16								
Ukraine	$4,926	$6,770		$11,696								
	2	5		7	61			61	1			1
England	$1,500	$17,000		$18,500	$22,723			$22,723	$500			$500
	80	286	12	378	605	432	46	1,083	371	294	8	673
Scotland	$67,251	$291,080	$16,630	$374,961	$271,219	$406,550	$69,863	$747,632	$240,510	$307,550	$14,900	$562,960
	2	2		4					6	9		15
Ireland	$2,080	$4,000		$6,080					$3,970	$10,493		$14,463
	1			1	1	1		2	1	14		15
Yugoslavia, Albania & Fiume	$506			$506	$520	$795		$1,315	$610	$10,063		$10,673
	1			1	1			1				
British Honduras	$414			$414	$1,200			$1,200				
	1			1	1			1	2	2		4
Canada	$354			$354	$687			$687	$786	$7,618		$8,404
	362	622	273	1,257	313	876	169	1,358	457	860	109	1,426
Costa Rica	$271,399	$819,341	$779,989	$1,870,729	$216,302	$1,166,672	$522,608	$1,905,582	$322,388	$1,222,502	$326,415	$1,871,305
	3			6	3	4		7	10	4		14
Guatemala	$1,246	$3,512		$4,758	$1,224	$6,156		$7,380	$4,502	$6,316		$10,818
	2	4		6	6	3		9	16	18	1	35
Honduras	$2,600	$5,074		$7,674	$2,358	$2,874		$5,232	$8,335	$24,602	$2,000	$34,937
	5	4	2	11	15	1	3	19	29	1	4	34
Nicaragua	$1,795	$7,407	$7,600	$16,802	$6,798	$1,801	$14,345	$22,944	$11,392	$907	$14,147	$26,446
	1			1					2	1	1	4
Panama	$1,400			$1,400					$1,032	$2,885	$4,255	$8,172
	26			26	66	9	2	77	94	34	2	130
Salvador	$10,240			$10,240	$23,312	$17,779	$9,386	$50,477	$39,511	$42,644	$5,150	$87,305
		1		1	1		2	3	2	5	8	15
Mexico		$3,220		$3,220	$727		$11,513	$12,240	$1,010	$8,392	$38,208	$47,610
	807	139	37	983	780	178	53	1,011	1,158	213	22	1,393
Miquelon, Langley, Etc.	$339,156	$177,816	$100,113	$617,085	$354,151	$184,223	$122,919	$661,293	$485,781	$279,524	$63,023	$828,328
									4			4
Newfoundland & Labrador									$600			$600
					4			4	5	2		7
Barbados					$1,750			$1,750	$1,500	$1,936		$3,436
	7	3		10	13	3	1	17	39	1		40
Jamaica	$9,733	$5,438		$15,171	$4,725	$5,462	$500	$10,687	$14,310	$1,812		$16,122
	98	15		113	170	48	1	219	117	27	4	148
Trinidad & Tobago	$41,689	$21,996		$63,685	$62,795	$69,529	$2,705	$135,029	$47,949	$37,440	$10,367	$95,756
	37	6		43	34	2	1	37	46	13	3	62
Other British West Indies	$16,562	$9,025		$25,587	$12,351	$3,005	$3,271	$18,627	$20,215	$23,869	$10,994	$55,078
	59	5	9	73	47			47	32	2		34
Cuba	$23,879	$8,246	$42,281	$74,406	$17,425			$17,425	$12,956	$3,517		$16,473
	252	47	4	303	743	52	16	811	1,375	73	30	1,478
Dominican Republic	$81,835	$49,536	$12,036	$143,407	$215,467	$77,344	$52,133	$344,944	$359,864	$104,811	$98,817	$563,492
	18	8	2	28	26	5	9	40	109	12	11	132
Dutch West Indies	$7,592	$16,491	$3,966	$28,049	$11,120	$7,845	$24,002	$42,967	$48,224	$20,453	$31,991	$100,668
	6	1	1	8	17	1		18	42			42
French West Indies	$2,467	$2,000	$3,500	$7,967	$5,999	$100		$6,099	$15,875			$15,875
	1			1	1			1	7			7
Haiti	$364			$364	$364			$364	$2,486			$2,486
	5	5		10	8	13	2	23	35	11	2	48
Virgin Is.	$2,040	$7,859		$9,899	$3,942	$26,152	$4,465	$34,559	$16,830	$15,915	$6,800	$39,545
	4			4	1			1				
Argentina	$1,553			$1,553	$500			$500				
	29	20	9	58	95	63	30	188	245	177	186	608
Bolivia	$14,168	$31,004	$23,008	$68,180	$93,765	$100,926	$84,144	$278,835	$179,886	$307,321	$495,048	$982,255
	7			7	2			2	19	3	4	26
	$2,812			$2,812	$324			$324	$8,704	$6,430	$19,760	$34,894

from 1922 to 1924

Country	1922			Total 1922	1923			Total 1923	1924			Total 1924
	Up to 1 Ton	1 to 2½ Tons	Over 2½ Tons		Up to 1 Ton	1 to 2½ Tons	Over 2½ Tons		Up to 1 Ton	1 to 2½ Tons	Over 2½ Tons	
Brazil	*41* $10,349	*2* $1,888	*22* $71,530	*65* $83,767	*27* $7,021	.....	.....	*27* $7,021	*1,643* $437,145	*24* $33,352	*6* $20,307	*1,673* $490,804
Chile	*105* $48,809	*7* $9,659	*1* $3,342	*113* $61,810	*515* $261,028	*44* $60,426	*8* $21,625	*567* $343,079	*1,073* $420,957	*162* $243,580	*37* $89,209	*1,272* $753,746
Colombia	*21* $13,238	*8* $13,493	*9* $33,842	*38* $60,573	*85* $30,522	*30* $42,107	*23* $95,815	*138* $168,444	*163* $69,320	*66* $105,322	*23* $91,905	*252* $266,547
Ecuador	*8* $6,838	.....	*2* $7,428	*10* $14,266	*42* $14,808	*2* $2,487	.....	*44* $17,295	*114* $44,020	*6* $8,376	*1* $4,372	*121* $56,768
Falkland Islands	.....	.....	.....	.....	*1* $440	.....	.....	*1* $440	.....	.....	.....	.....
British Guiana	*1* $358	.....	.....	*1* $358	.....	*1* $1,047	.....	*1* $1,047	*2* $712	*3* $3,452	*1* $2,002	*6* $6,166
Dutch Guiana	*5* $2,089	.....	.....	*5* $2,089	.....	.....	.....	.....	.....	.....	.....	.....
French Guiana	*1* $404	.....	.....	*1* $404	*3* $1,033	.....	.....	*3* $1,033	*6* $2,276	.....	.....	*6* $2,276
Paraguay	.....	.....	.....	.....	.....	.....	.....	.....	*11* $3,660	.....	.....	*11* $3,660
Peru	*70* $29,627	*8* $7,683	*2* $9,800	*80* $47,110	*364* $143,071	*43* $74,322	*5* $22,528	*412* $239,919	*769* $329,568	*327* $398,147	*20* $88,003	*1,116* $815,718
Uruguay	*138* $37,357	*17* $11,151	*1* $4,805	*156* $53,313	*574* $165,261	*4* $4,711	*2* $5,275	*580* $175,247	*1,208* $313,008	*24* $35,958	*15* $41,052	*1,247* $390,018
Venezuela	*24* $10,514	*8* $15,084	.....	*32* $25,598	*151* $56,403	*6* $16,302	*10* $47,726	*167* $120,431	*354* $171,734	*66* $103,062	*19* $83,964	*439* $358,760
Aden	.....	*1* $1,400	.....	*1* $1,400	.....	.....	.....	.....	*2* $1,400	*1* $3,000	.....	*3* $4,400
Armenian Kurdistan	*4* $2,803	.....	.....	*4* $2,803	.....	.....	.....	.....	.....	.....	.....	.....
British India	*22* $20,969	*76* $99,477	*8* $8,999	*106* $129,445	*72* $61,733	*97* $106,233	*20* $28,778	*189* $196,744	*222* $169,101	*99* $119,380	*2* $4,000	*323* $292,481
Ceylon	*1* $1,213	*5* $8,230	*5* $15,631	*11* $25,074	*23* $26,060	*39* $55,635	*1* $1,182	*63* $82,877	*108* $98,490	*144* $202,916	*4* $5,014	*256* $306,420
Straits Settlements	.....	.....	.....	.....	.....	*4* $8,653	*1* $2,665	*5* $11,318	*3* $1,605	*2* $3,710	*1* $2,665	*6* $7,980
Other British East Indies	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
China	*32* $16,154	*29* $30,325	*1* $1,516	*62* $47,995	*172* $63,394	*12* $12,577	*4* $27,950	*188* $103,921	*236* $94,708	*34* $44,685	.....	*270* $139,393
Chosen	.....	.....	.....	.....	.....	.....	.....	.....	*15* $4,840	.....	.....	*15* $4,840
Java & Madura	.....	*1* $3,925	*1* $3,220	*2* $7,145	.....	*5* $5,664	*1* $3,000	*6* $8,664	*2* $972	*16* $17,072	*2* $2,200	*20* $20,244
Other Dutch East Indies	.....	*7* $6,761	.....	*7* $6,761	.....	*5* $4,592	.....	*5* $4,592	*2* $2,532	*13* $13,806	.....	*15* $16,338
French Indo China	.....	*1* $1,080	.....	*1* $1,080	*9* $3,759	.....	.....	*9* $3,759	*5* $1,780	.....	.....	*5* $1,780
Greece	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hejaz, Arabia & Iraq	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hongkong	*3* $6,660	*6* $10,516	*3* $5,500	*12* $22,676	*53* $24,816	*9* $13,153	*1* $10,000	*63* $47,969	*92* $49,699	*7* $11,496	*2* $4,320	*101* $58,515
Japan	*724* $318,176	*190* $245,845	*87* $347,275	*1,001* $911,296	*4,134* $1,503,423	*641* $727,898	*336* $866,249	*5,111* $3,097,570	*2,762* $1,118,738	*164* $281,453	*127* $369,049	*3,053* $1,769,240
Kwantung	.....	*5* $1,820	*1* $2,400	*6* $4,220	*32* $11,800	*6* $2,184	.....	*38* $13,984	*35* $16,722	*2* $2,935	.....	*37* $19,657
Palestine & Syria	*43* $22,403	*9* $14,651	....	*52* $37,054	*16* $5,696	*2* $2,156	.....	*18* $7,852	*27* $11,822	.....	.....	*27* $11,822
Persia	.....	.....	.....	.....	*1* $362	.....	.....	*1* $362	.....	.....	.....	.....
Philippine Islands	*13* $8,450	*10* $13,387	*6* $9,455	*29* $31,292	*325* $137,369	*20* $28,967	*1* $2,000	*346* $168,336	*644* $261,235	*68* $91,980	*5* $14,368	*717* $367,583
Russia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Siam	*1* $1,400	.....	*3* $6,488	*4* $7,888	.....	.....	.....	.....	.....	.....	.....	.....
Turkey	.....	.....	.....	.....	.....	.....	.....	.....	*10* $2,960	.....	.....	*10* $2,960
Australia	*350* $349,782	*595* $672,940	*114* $188,477	*1,059* $1,211,199	*892* $744,560	*927* $1,224,545	*227* $442,730	*2,046* $2,411,835	*1,121* $777,473	*1,132* $1,605,688	*705* $1,405,576	*2,958* $3,788,737
New Zealand	*43* $56,781	*109* $169,328	*39* $105,091	*191* $331,200	*148* $164,285	*233* $342,528	*65* $162,547	*446* $669,360	*199* $202,190	*271* $419,760	*105* $269,484	*575* $891,434
Other British Oceania	.....	.....	.....	.....	*3* $2,327	.....	.....	*3* $2,327	*8* $5,352	*3* $4,598	.....	*11* $9,950
French Oceania	*1* $590	.....	.....	*1* $590	*4* $801	*1* $2,350	*2* $6,000	*7* $9,151	*7* $3,844	*1* $3,500	*1* $1,000	*9* $8,344
Other Oceania	.....	.....	.....	.....	.....	.....	.....	.....	*3* $1,270	.....	.....	*3* $1,270
Belgian Kongo	*82* $29,760	.....	.....	*82* $29,760	*83* $29,592	.....	.....	*83* $29,592	*63* $21,880	.....	.....	*63* $21,880
British West Africa	*61* $50,493	*44* $50,983	.....	*105* $101,476	*267* $229,690	*92* $96,913	.....	*359* $326,603	*222* $204,019	*354* $382,741	.....	*576* $586,760
British South Africa	*25* $23,966	*25* $35,860	*27* $69,572	*77* $129,398	*68* $59,636	*33* $43,345	*2* $5,980	*103* $108,961	*131* $100,833	*89* $119,258	*6* $21,244	*226* $241,335
British East Africa	.....	.....	.....	.....	*3* $1,852	*1* $2,000	.....	*4* $3,852	*29* $15,872	*2* $3,954	*2* $10,000	*33* $29,826
Canary Islands	*37* $17,848	*6* $8,582	*3* $4,264	*46* $30,694	*35* $16,822	*4* $4,711	*7* $11,367	*46* $32,900	*15* $8,676	*15* $15,683	.....	*30* $24,359
Egypt	*27* $11,571	.....	.....	*27* $11,571	*2* $924	.....	.....	*2* $924	*15* $7,626	*1* $1,623	.....	*16* $9,249
Algeria and Tunis	*8* $2,913	.....	.....	*8* $2,913	*5* $1,904	.....	.....	*5* $1,904	*7* $2,856	.....	.....	*7* $2,856
Other French Africa	*12* $5,897	.....	.....	*12* $5,897	*30* $10,638	*1* $1,027	.....	*31* $11,665	*163* $54,072	*14* $16,086	.....	*177* $70,158
Italian Africa	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kamerun	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Liberia	*1* $500	.....	.....	*1* $500	*1* $450	.....	.....	*1* $450	*4* $1,594	.....	.....	*4* $1,594
Morocco	*6* $2,424	*1* $650	.....	*7* $3,074	*18* $7,344	.....	.....	*18* $7,344	*40* $16,296	*2* $2,084	.....	*42* $18,380
Portuguese East Africa	*1* $800	.....	.....	*1* $800	*6* $3,229	*23* $30,400	.....	*29* $33,629	*19* $11,265	*1* $3,000	.....	*20* $14,265
Other Portuguese Africa	*111* $45,784	.....	.....	*111* $45,784	*38* $14,320	*7* $2,100	.....	*45* $16,420	*197* $77,136	*8* $7,192	.....	*205* $84,328
Spanish Africa	.....	*1* $1,080	.....	*1* $1,080	.....	*1* $1,034	.....	*1* $1,034	*6* $2,400	.....	.....	*6* $2,400
Totals	*8,290* $3,266,927	*2,450* $3,076,811	*703* $1,926,970	*11,443* $8,270,708	*19,561* $7,325,177	*4,206* $5,233,203	*1,092* $2,758,756	*24,859* $15,317,136	*20,649* $8,397,619	*5,208* $7,076,418	*1,490* $3,707,313	*27,347* $19,181,350

Exports of Automotive Parts, 1913-1924 (Exclusive of Engines and Tires)

	1913	1914	1915	1916	1917	1918	July-December 1918	1919	1920	1921	1922	1923	1924
Europe:													
Austria (Prior to 1920 A. Hungary)	$4,572	$5,198	$1,045	.....	.....	.....	.....	$825	$363	$2,931	$1,538	$3,441	$3,299
Azores and Madeira Islands	720	1,384	1,800	$1,532	$1,270	$198	$1,600	1,909	4,555	4,173	4,039	3,091	72,365
Belgium	4,897	20,978	446	.....	.....	906	.....	141,974	334,422	145,056	404,518	1,497,325	7,779,554
Bulgaria	40	390	.....	.....	.....	.....	.....	307	1,399	901	1,328	418	2,974
Czechoslovakia	.....	.....	.....	.....	.....	.....	.....	.....	.....	182	5,620	2,372	12,375
Denmark	6,646	8,664	13,710	31,886	53,917	6,048	5,296	472,376	3,111,296	1,842,018	2,022,712	3,413,222	8,188,369
Esthonia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	589	2,790	2,377
Finland	1,799	2,931	1,178	5,627	55	.....	.....	12,137	24,787	22,154	4,206	12,671	24,815
France	165,950	179,351	480,764	2,216,823	3,700,812	3,999,904	3,158,628	1,966,719	3,980,079	1,099,683	2,141,907	2,869,137	4,536,376
Germany	113,602	213,351	13,770	.....	.....	.....	.....	.....	4,972	20,917	15,784	11,310	150,103
Gibraltar	.....	514	229	617	525	61	.....	834	6,033	7,559	4,237	3,899	3,008
Greece	379	807	2,010	24,724	12,604	4,675	13,415	102,715	114,275	80,340	46,565	38,786	85,050
Hungary	.....	.....	.....	.....	.....	.....	.....	.....	.....	300	467	468	1,888
Iceland and Faroe Islands	17	180	880	456	2,608	2,757	3,385	13,661	11,903	15,085	4,019	2,047	5,171
Italy	14,156	50,580	65,521	115,260	180,977	99,947	26,195	100,078	372,288	143,161	76,640	387,556	732,900
Latvia	.....	.....	.....	.....	.....	.....	.....	.....	.....	330	4,486	3,213	2,763
Lithuania	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	276	29	1,199
Malta, Gozo & Cyprus Islands	.....	.....	.....	.....	54	.....	.....	136	6,822	9,718	9,528	5,341	9,628
Netherlands	14,135	7,634	3,055	41,525	96,200	3,625	.....	286,540	457,966	203,377	95,975	212,564	844,147
Norway	1,636	1,893	15,607	59,769	109,542	18,855	65,253	385,508	515,795	200,547	111,129	215,990	156,240
Poland and Danzig	.....	.....	.....	.....	.....	.....	.....	.....	28,359	50,524	1,736	74,312	74,609
Portugal	920	2,357	3,239	45,356	66,929	20,274	11,770	58,031	176,367	36,189	30,225	37,996	47,482
Rumania	1,003	887	.....	391	.....	.....	.....	85,087	44,061	42,774	17,437	20,019	30,462
Russia	9,566	14,079	123,667	2,498,879	1,624,431	328,633	177	510	13,733	2,690	28,518	23,630	55,107
Spain	3,192	6,266	7,347	32,743	95,720	154,850	52,848	227,977	3,238,719	799,893	1,337,251	2,726,743	1,808,332
Sweden	4,276	6,140	4,211	37,917	26,891	4,032	.....	64,535	472,007	218,718	205,018	379,900	514,210
Switzerland	457	1,069	400	1,150	565	54	.....	28,177	119,692	53,074	26,288	33,415	62,947
Turkey	116	.....	267	.....	.....	.....	.....	83,178	103,977	39,741	30,929	9,252	17,485
Ukraine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,175	6,241	2,053
England	922,866	1,282,388	3,282,973	7,202,475	6,121,211	6,329,114	3,328,599	6,369,838	22,455,836	7,417,488	3,630,485	4,326,592	4,397,312
Scotland	1,485	23,269	29,403	52,414	22,146	955	154,686	53,060	114,007	14,705	6,616	15,072	40,810
Ireland	451	250	208	7,181	1,264	.....	.....	16,481	62,356	53,423	89,677	575,145	539,824
Yugoslavia, Albania & Fiume	.....	.....	.....	4,932	.....	.....	.....	350	808	10,184	13,024	8,034	5,085
North and South America:													
British Honduras	509	163	684	548	1,379	2,638	1,839	6,183	10,090	3,723	3,541	3,170	4,151
Canada	3,104,097	3,663,879	2,741,178	7,492,639	9,148,110	12,054,824	5,677,029	16,865,619	22,814,873	12,241,809	17,045,083	18,635,280	17,504,547
Costa Rica	4,516	6,208	5,041	10,162	7,498	23,613	1,924	8,217	20,024	12,303	14,264	13,586	27,330
Guatemala	1,851	1,613	732	2,367	9,852	9,111	2,882	20,078	47,260	39,161	21,956	19,850	34,005
Honduras	308	1,053	6,870	15,649	12,639	11,952	4,297	19,884	48,566	34,560	28,368	27,377	27,943
Nicaragua	741	47	609	666	964	2,264	4,894	26,930	56,222	10,203	2,324	4,562	14,078
Panama	11,738	16,988	25,861	34,180	56,657	72,180	26,403	88,546	116,272	123,292	69,781	120,690	130,117
Salvador	2,242	2,481	2,371	3,717	11,314	10,179	4,206	43,915	59,020	18,394	18,163	29,001	38,466
Mexico	46,743	41,508	30,819	42,258	125,823	431,449	260,492	704,873	1,074,909	1,528,729	902,812	938,298	1,059,652
Miquelon, Langley & St. Pierre Is	.....	300	.....	25	5	65	29	279	69	12	48	10	192
Newfoundland and Labrador	2,993	3,901	3,632	8,672	9,972	4,129	5,245	26,196	28,582	19,018	19,057	24,392	19,474
Barbados	5,055	4,177	4,216	6,383	14,452	15,089	7,192	25,902	38,110	31,343	20,134	19,236	29,310
Jamaica	25,355	24,693	32,337	53,867	54,854	65,429	22,071	92,521	196,662	151,667	92,912	125,099	121,387
Trinidad and Tobago	9,119	13,003	12,865	21,826	44,060	55,794	24,355	104,251	175,810	116,594	64,289	63,646	63,177
Other British West Indies	1,157	2,538	3,707	9,303	12,868	21,446	7,706	38,299	40,649	32,036	30,887	38,760	38,419
Cuba	35,928	48,217	101,429	411,731	906,710	1,028,276	566,079	1,582,241	2,288,292	1,527,363	724,137	1,030,729	1,262,994
Dominican Republic	1,331	3,439	3,633	12,389	35,301	39,816	44,189	88,744	218,212	124,582	113,699	112,090	141,987
Dutch West Indies	1,767	2,754	4,598	3,288	6,052	4,707	1,490	5,435	8,913	16,188	14,046	12,450	15,772
French West Indies	198	8,099	7,423	9,546	24,672	53,518	17,495	83,474	68,754	37,812	20,355	16,170	14,609
Haiti	2,212	1,095	185	3,285	3,962	24,385	7,949	49,922	68,920	39,492	40,049	64,201	67,832
Virgin Islands of U. S	1,640	1,206	865	975	1,876	2,844	2,283	12,077	31,109	27,867	8,123	8,722	9,367
Argentina	74,138	92,633	49,990	222,637	1,458,111	3,088,534	706,571	3,753,370	7,265,651	3,658,276	3,357,170	6,198,477	7,574,305
Bolivia	172	1,209	2,880	3,453	11,864	14,533	4,891	18,519	19,076	13,029	11,502	11,537	24,003
Brazil	108,859	84,602	28,633	59,935	134,326	223,414	103,834	806,556	3,144,122	522,825	996,003	2,620,590	5,614,218
Chile	4,711	22,405	14,721	72,939	248,043	806,015	359,668	586,031	426,563	168,605	119,791	261,886	362,395
Colombia	18,676	19,970	9,695	18,967	27,777	40,717	8,549	77,159	216,841	121,611	93,637	151,879	265,765
Ecuador	9,115	6,324	4,458	8,014	12,648	12,964	4,251	21,949	50,384	36,582	18,002	16,223	36,063
British Guiana	3,809	4,583	5,116	6,809	23,597	35,081	23,882	40,460	50,483	34,015	15,799	19,284	24,804
Dutch Guiana	39	911	1,702	2,052	3,212	3,282	1,872	5,511	15,503	9,575	8,330	2,162	2,891
French Guiana	125	.....	165	328	11	2,337	17	307	191	248	715	2,868	2,518
Paraguay	.....	.....	1,030	848	228	698	21	1,978	8,694	9,369	176	4,701	5,554
Peru	2,550	5,982	4,727	5,458	27,332	88,098	61,925	173,348	474,832	227,387	102,970	218,140	421,532
Uruguay	32,978	21,401	14,359	27,086	125,913	183,005	47,408	372,223	609,409	202,050	163,136	277,041	323,772
Venezuela	20,123	36,286	28,750	40,783	87,768	57,873	28,842	110,496	212,835	154,536	83,744	115,802	175,213
Asia:													
Aden	502	1,676	361	998	4,541	263	6	7,578	12,344	8,025	2,842	5,080	4,144
Armenia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	826	.....	482
British India	18,336	47,923	44,735	129,562	345,855	294,909	99,81	493,188	1,411,866	549,954	314,839	329,830	417,483
Ceylon	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17,158	26,997	56,973
Straits Settlements	14,660	25,100	20,388	39,025	70,043	69,968	66,920	151,991	583,215	160,762	66,328	253,083	247,722
Other British East Indies	901	4,099	4,062	8,540	27,710	23,273	4,100	13,319	95,321	24,740	773	970	1,526
China	3,134	5,825	5,265	21,661	54,753	60,134	39,714	175,579	302,758	154,017	96,934	95,084	158,537
Chosen	2,271	2,791	282	10,377	2,125	2,812	9,506	39,603	2,934	17,157	4,835	46,689	53,515
Java & Madura	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	157,442	209,150	231,841
Other Dutch East Indies	11,453	15,368	15,232	34,638	193,225	192,430	338,429	488,705	1,041,283	696,269	22,914	35,637	52,592
Far Eastern Republic	.....	.....	.....	.....	.....	.....	.....	.....	.....	300	862	121	614
French Indo China	.....	.....	274	.....	.....	1,998	2,367	9,356	42,210	35,329	8,555	6,317	6,535
Greece in Asia	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,154	2,650	.....	.....
Hejaz, Arabia & Iraq	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,904	25,580	20,575	18,415
Hongkong	92	626	1,088	2,180	2,885	7,702	9,764	27,277	44,338	21,106	28,090	36,942	42,889
Japan	51,619	35,637	26,028	30,446	116,130	319,038	235,317	719,460	624,805	551,981	456,386	1,257,388	1,179,653
Kwantung	.....	.....	.....	46	1,747	672	558	63,831	1,337	5,705	8,011	28,310	15,857
Palestine and Syria	.....	.....	.....	.....	.....	.....	.....	.....	.....	47,941	119,310	95,716	103,711
Persia	.....	.....	174	.....	.....	1,090	3,080	270	8,415	19,143	9,769	1,225	2,391
Philippine Islands	53,434	69,933	40,228	63,756	116,670	178,036	198,489	600,646	859,396	365,989	209,646	209,642	376,709
Russia	.....	.....	107,351	226,255	146,083	25,512	.....	194,613	18,265	4,233	.....	477	504
Siam	1,925	4,905	2,451	34,412	9,734	7,639	3,708	9,479	13,909	19,662	7,012	5,824	7,276
Turkey	239	67	214	.....	.....	.....	3,764	5,552	63,225	85,153	121	4,229	4,116
Other Asia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	101	1,583
Oceania:													
Australia	166,176	202,363	199,154	389,690	753,309	1,052,986	963,753	1,462,330	1,725,740	1,033,010	1,044,539	2,276,490	2,775,880
New Zealand	37,438	53,644	48,111	176,618	285,654	309,658	243,468	529,000	1,179,087	452,840	330,045	594,457	836,567
Other British Oceania	479	1,060	665	1,991	4,751	4,674	2,713	8,330	10,461	7,796	4,524	6,760	8,349
French Oceania	3,032	7,560	5,730	5,640	4,383	6,272	2,435	9,906	8,128	10,423	6,935	7,493	14,114
Other Oceania	220	396	.....	66	936	7,138	2,107	7,961	9,037	12,092	6,999	6,904	5,817
Africa:													
Abyssinia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	120	98
Belgian Congo	.....	.....	.....	34	.....	.....	.....	7,893	1,896	13,651	59,060	10,164	9,565
British Africa — West	465	5,743	6,537	20,311	64,938	49,077	29,807	141,902	348,473	148,219	114,705	146,203	132,363
British Africa — South	62,304	157,246	100,240	286,401	422,200	811,323	195,714	878,723	1,624,438	425,935	336,720	574,322	942,304
British Africa — East	1,444	3,203	3,929	11,371	9,599	23,290	4,570	35,158	52,461	37,266	25,108	38,021	88,414
Canary Islands	879	1,505	1,939	2,111	3,261	1,300	645	1,018	23,538	38,487	58,377	33,190	49,603
Egypt	295	130	1,494	4,751	2,623	716	.....	27,886	104,582	129,367	63,613	70,038	75,909
Algeria & Tunis	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,910	1,561	11,391
Other French Africa	73	200	2,660	2,458	2,316	7,163	18,146	64,201	117,272	63,141	21,061	35,123	44,094
Kamerun	.....	999	522	21,098	.....	.....	.....	1,820	10,174	6,998	.....	.....	.....
Italian Africa	.....	.....	.....	.....	.....	.....	.....	.....	.....	422	.....	1,962	210
Liberia	.....	.....	13	.....	33	106	.....	66	100	.....	77	159	888
Madagascar	.....	.....	.....	.....	4	175	40	.....	686	1,135	.....	.....	509
Morocco	.....	166	3,386	9,928	2,431	7,347	1,350	48,455	39,104	52,574	28,803	46,834	30,257
Portuguese East Africa	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,418	10,630	26,599
Other Portuguese Africa	1,222	1,585	3,431	7,064	5,339	1,160	703	2,529	44,085	10,423	20,976	18,034	25,617
Spanish Africa	.....	.....	103	.....	.....	.....	.....	.....	351	335	5,038	4,633	26,980
Total	$5,240,266	$6,623,978	$7,853,058	$22,535,870	$27,420,849	$32,932,999	$17,344,624	$42,562,061	$86,198,013	$39,058,729	$38,297,736	$54,682,303	$73,758,743

American Tire Exports from 1922 to 1924

Countries	1922				1923				1924			
	Casings	Inner Tubes	Solid	Total	Casings	Inner Tubes	Solid	Total	Casings	Inner Tubes	Solid	Total
Europe:												
Austria	$2,653			$2,653	$20,618	$2,348	$480	$23,446	$12,216	$1,611		$13,827
Azores and Madeira Islands	1,234	$110		1,344	3,154	509		3,663	3,740	440		4,180
Belgium	117,071	8,603		125,674	104,382	8,789	210	113,381	218,945	20,563	$703	240,211
Bulgaria	514	325		839	1,110	253	129	1,492	2,007	421		2,428
Czechoslovakia	12,528	636		13,164	7,391	515	265	8,171	5,666	297	1,091	7,054
Denmark	483,973	44,807	$24,309	553,089	569,318	61,695	16,145	647,158	601,378	64,861	33,451	699,690
Esthonia	4,249	669	974	5,892	11,725	1,935		13,660	4,604	267		4,871
Finland	35,929	4,428	1,321	41,678	56,529	7,714	1,108	65,351	102,133	17,031	954	120,118
France	275,251	10,951	3,744	289,946	81,964	5,206	2,965	90,135	170,695	16,979	2,440	190,114
Germany	10,761	1,915	256	12,932	52,551	5,362	659	58,572	28,977	4,039	3,436	36,452
Gibraltar	11,430	796	60	12,286	238		68	306				
Greece	120,089	12,421	2,980	135,490	91,758	12,611	22,949	127,318	54,712	9,319	45,894	109,925
Hungary					5,640	584		6,224	5,827	1,135		6,962
Iceland and Faroe Islands	12,204	1,410	268	13,882	8,332	1,657	165	10,154	9,847	1,630		11,477
Italy	95,670	11,366	93	107,129	163,307	15,602		178,909	100,146	10,708	1,409	112,263
Latvia	257	23		280	4,036	3,087	9,907	17,030	9,305	2,304		11,609
Lithuania	2,524	527		3,051	4,561	747		5,308	2,745	683		3,428
Malta, Gozo and Cyprus Islands	19,062	1,548	250	20,860	5,605	526	288	6,419	8,098	668		8,766
Netherlands	193,125	15,812	5,566	214,503	184,864	19,740	5,301	209,905	237,740	36,053	11,650	285,443
Norway	404,717	36,228	20,552	461,497	350,548	40,040	44,197	434,785	241,745	29,532	35,254	306,531
Poland and Danzig	89,004	39,647	36,738	165,389	6,633	1,224	62	7,919	17,924	2,964		20,888
Portugal	87,316	6,779	5,439	99,534	29,840	2,227		32,067	50,441	29,261	1,218	80,920
Rumania	22,688	3,716		26,404	20,145	3,075	4,268	27,488	8,119	1,337	784	10,240
Russia	14,273	1,277		15,550	3,621	3,089	13,494	20,204	15,674	2,291		17,965
Spain	351,925	30,002	65,563	447,490	287,056	26,660	97,949	411,665	182,928	23,539	73,937	280,404
Sweden	801,105	74,346	19,945	895,396	617,106	57,031	24,441	698,578	712,078	77,560	28,353	817,991
Switzerland	26,742	1,999	64	28,805	64,793	6,250		71,043	103,054	12,699	451	116,204
Turkey	40,253	5,929	1,596	47,778	7,012	356	415	7,783	30	81		111
Ukraine	2,203			2,203	734	567		1,301	3,124	94		3,218
England	3,301,073	246,222	188,146	3,735,441	2,796,370	279,213	626,585	3,702,168	1,930,564	174,255	793,178	2,897,997
Scotland	20,239	1,333	206	21,778	40,228	3,391	20,055	63,674	23,741	1,557	47,393	72,691
Ireland	55,192	7,710		62,902	53,474	7,802		61,276	14,477	2,469	1,313	18,259
Yugoslavia, Albania and Fiume	40,344	9,072		49,416	20,666	4,038	456	25,160	13,338	641	120	14,099
North and South America:												
British Honduras	2,295	489		2,784	2,270	497	30	2,797	1,988	365		2,353
Canada	826,565	124,408	138,436	1,089,409	733,014	54,035	89,922	876,971	555,692	73,436	106,059	735,187
Miquelon, Langley, etc.			186	186	23		172	195	47			47
Newfoundland and Labrador	18,298	2,170		20,468	21,711	3,297	189	25,197	19,422	3,094	698	23,214
Costa Rica	19,400	1,917	478	21,795	15,898	2,063	1,512	19,473	20,963	2,361	1,946	25,270
Guatemala	47,792	3,258	1,169	52,219	20,096	2,278	466	22,840	24,676	4,016	524	29,216
Honduras	18,308	1,725	9,354	29,387	20,779	2,222	8,645	31,646	23,828	3,066	12,368	39,262
Nicaragua	6,157	1,095	61	7,313	7,634	989	803	9,426	7,644	2,319	1,012	10,975
Panama	108,855	14,064	11,321	134,240	112,055	13,151	11,177	136,383	136,817	17,648	11,064	165,529
Salvador	29,076	3,587	3,545	36,208	37,405	5,982	4,776	48,163	44,808	8,997	4,848	58,653
Mexico	1,014,935	167,733	78,839	1,261,507	780,020	113,883	43,556	937,459	989,103	166,914	65,202	1,221,219
Barbados	14,425	1,375	587	16,387	8,783	1,301	1,293	11,377	6,230	850	837	7,917
Jamaica	102,367	11,129	22,252	135,748	81,284	12,170	13,664	107,118	45,424	6,564	14,506	66,494
Trinidad and Tobago	57,327	8,634	13,146	79,107	42,413	6,945	3,656	53,014	27,699	2,345	4,459	34,503
Other British West Indies	10,564	2,261	909	13,734	17,963	3,436	236	21,635	17,330	3,884	2,970	24,184
Cuba	1,104,373	149,789	196,391	1,450,553	815,694	117,819	211,380	1,144,893	969,485	246,406	242,591	1,458,482
Dominican Republic	116,312	22,668	13,555	152,535	109,847	22,441	17,425	149,713	152,952	27,590	27,013	207,555
Dutch West Indies	12,962	2,276	258	15,496	10,941	2,761	60	13,762	24,329	5,733	799	30,861
French West Indies	37,326	2,894	4,341	44,561	15,053	561	1,004	16,618	7,650	355	242	8,247
Haiti	29,297	5,517	192	35,006	36,855	7,939	1,523	46,317	35,197	6,901		42,098
Virgin Islands of U. S.	7,929	1,685	89	9,703	4,388	931	281	5,600	5,694	1,158	160	7,012
Argentina	987,187	141,640	12,718	1,141,545	1,125,720	159,983	31,809	1,317,512	1,290,836	159,322	101,264	1,551,422
Bolivia	22,423	2,638	521	25,582	16,789	1,772	980	19,541	6,404	1,153	706	8,263
Brazil	531,943	53,665	46,314	631,922	301,511	36,695	17,697	355,903	328,863	47,462	23,869	400,194
Chile	157,386	20,824	9,538	187,748	183,438	22,568	8,837	214,843	180,584	16,177	11,871	208,632
Colombia	102,929	13,260	4,075	120,264	121,692	20,688	7,242	149,622	135,227	25,757	19,929	180,913
Ecuador	31,710	3,752	756	36,218	24,371	3,100	1,857	29,328	24,792	3,899	937	29,628
British Guiana	15,964	1,919	508	18,391	7,205	1,457	1,058	9,720	2,717	409	1,288	4,414
Dutch Guiana	6,339	1,451		7,790	3,380	498	94	3,972	2,148	533		2,681
French Guiana	664	37	48	749	309			309			522	522
Paraguay	2,008	112		2,120	660			660	3,931	353		4,284
Peru	183,103	17,348	10,453	210,904	188,609	24,238	13,886	226,733	345,877	47,055	25,338	418,270
Uruguay	278,357	13,561	339	292,257	207,222	20,241	13,028	240,491	233,460	19,814	5,508	258,782
Venezuela	160,068	26,575	2,234	188,877	138,582	27,635	4,013	170,230	202,765	43,062	2,164	247,991
Asia:												
Aden	10,518	870	60	11,448	10,641	1,152		11,793	4,646	914		5,560
Armenia										45		45
Ceylon	12,468	470	1,296	14,234	33,293	4,920	12,547	50,760	57,216	5,665	9,214	72,095
British India	120,153	12,155	72,624	204,932	163,109	21,821	57,738	242,668	198,157	21,518	40,094	259,769
Straits Settlements	176,667	16,516	48,117	241,300	117,038	8,702	23,688	149,428	130,762	14,943	19,917	165,622
Other British East Indies		386		386								
China	71,015	7,242	5,758	84,015	83,556	8,857	11,383	103,796	83,808	8,272	4,340	96,420
Chosen	9,191	4,154		13,345	17,318	1,099		18,417	7,880	1,008	200	9,088
Java and Madura	230,911	22,602	40,081	293,594	169,944	15,353	65,798	251,095	217,349	22,942	60,077	300,368
Other Dutch East Indies	20,602	2,375	5,644	28,621	34,372	2,473	7,155	44,000	16,434	1,029	11,429	28,892
Far Eastern Republic	3,120	451		3,571								
French Indo-China	6,541	1,232		7,773	5,326	501	90	5,917	1,283	297		1,580
Greece in Asia	1,495	129		1,624								
Hejaz, Arabia and Iraq	27,041	4,522		31,563	24,452	2,981	204	27,637	4,553	580		5,133
Hongkong	6,618	498	2,795	9,911	23,289	2,345	2,451	28,085	12,645	1,190	519	14,354
Japan	123,792	2,732	35,382	161,906	568,083	40,533	150,226	758,842	733,538	103,075	167,910	1,004,523
Kwantung	130			130	5,612	770		6,382	3,269	528	464	4,261
Palestine and Syria	121,575	15,746	1,189	138,510	62,110	8,146	601	70,857	48,935	9,114	280	58,329
Persia	1,635	58		1,693	779	37	584	1,400	1,628	657		2,285
Philippine Islands	565,178	86,788	79,294	731,260	550,060	74,679	98,615	723,354	627,873	80,309	112,279	820,461
Russia						572		572	2,448	655		3,103
Siam	6,678	795	617	8,090	4,576	108	101	4,785	5,232	653	1,456	7,341
Turkey	584	119		703	908	157	172	1,237	677	121		798
Oceania:												
Australia	667,881	49,377	125,242	842,500	841,797	65,024	303,539	1,150,357	969,325	93,883	243,382	1,306,590
New Zealand	692,137	43,802	96,400	832,339	955,591	84,728	187,846	1,228,165	634,002	65,678	188,143	887,823
Other British Oceania	11,109	1,507	2,741	15,357	3,830	389	34	4,253	1,744	179	394	2,317
Other Oceania	5,841	488	986	7,315	4,988	917		5,905	4,253	643	334	5,230
French Oceania	4,333	425	1,493	6,251	5,214	1,036	1,996	8,246	3,272	437	3,037	6,746
Africa:												
Abyssinia									97			97
Algeria and Tunis	4,851	278	290	5,419	3,613	1,678	1,205	6,496	1,427			1,427
Belgian Kongo					1,131	167		1,298	744	340		1,084
British West Africa	132,863	23,813	2,140	158,816	104,302	15,427		119,729	29,687	4,672	52	34,411
British South Africa	635,034	46,845	6,924	688,803	437,502	75,605	18,800	531,907	346,723	64,583	18,894	430,200
British East Africa	65,086	5,156		70,242	51,097	7,190	574	58,861	59,945	7,096	1,794	68,835
Canary Islands	45,858	4,364	4,623	54,845	46,470	3,951	15,156	65,577	46,082	3,942	18,737	68,761
Egypt	66,405	8,378	1,696	76,479	56,095	8,169	2,566	66,830	26,635	4,265	11,064	41,964
French Africa	7,895	387		8,282	904	8		912	667	12		679
Italian Africa					1,153			1,153				
Kamerun												
Liberia	273	25		298					290	322		612
Madagascar					102	14		116				
Morocco	9,877	1,157	4,151	15,185	3,890	949	3,336	8,175	4,737	557	1,356	6,650
Other Portuguese Africa	10,059	2,093		12,152	4,080	883	1,090	6,053	7,061	2,039		9,100
Portuguese East Africa	1,100	278		1,378	3,299	1,193		4,492	6,186	2,548	97	8,831
Spanish Africa	7,881	1,309	18,706	27,896	4,518	376	3,908	8,802	898	126	1,633	2,657
Total	$16,604,637	$1,775,585	$1,518,932	$19,899,157	$15,292,965	$1,740,329	$2,376,235	$19,409,529	$15,072,708	$2,021,124	$2,690,819	$19,784,651

Canadian Passenger Car Exports

Country	1922		1923		1924	
	No.	Value	No.	Value	No.	Value
Aden	18	$7,281	33	$10,355	54	$18,087
Argentina	2,105	1,350,099	1,869	1,429,630	1,919	1,390,435
Australia	10,868	5,413,949	18,112	7,036,671	10,265	3,280,351
Austria	3	1,395	3	3,099	2	1,406
Barbados					30	19,102
Belgian Congo					2	838
Belgium	331	262,008	269	207,904	209	133,626
Bolivia	2	1,794	23	24,771	19	22,120
Brazil	244	198,122	126	127,351	516	439,716
British Africa	3,039	1,451,804	6,146	2,659,231	3,618	1,800,584
British Guiana	37	25,229	82	53,970	116	59,519
British India	1,998	994,945	4,002	1,825,576	4,896	2,047,958
Br. East Indies, Other	36	10,381	2	688		
Br. West Indies, Other	136	112,071	173	116,034	26	15,477
Bulgaria					2	1,731
Canary Islands	14	9,126	9	6,553	24	16,913
Ceylon	277	121,116	492	224,010	410	193,526
Chile	22	20,647	92	120,299	39	35,637
China	138	120,867	186	142,728	75	45,854
Chosen					2	1,222
Colombia	14	12,788	29	32,296	50	59,683
Costa Rica	7	7,278	8	6,983	20	20,405
Cuba	38	35,268	114	107,144	47	54,554
Czechoslovakia					57	21,726
Denmark	79	68,928	38	32,828	185	72,464
Dutch Guiana	7	4,058	29	8,294	1	416
Dutch East Indies	670	325,670	1,772	726,062	1,572	552,284
Dutch West Indies	1	840	1	595	12	7,456
Ecuador					19	22,006
Egypt	72	37,448	35	20,992	149	81,036
Esthonia	2	1,817	6	6,979		
Fiji Islands	13	6,073	32	9,418		
Finland	5	2,050	3	1,669	37	24,737
France					14	8,891
French Africa					10	3,879
French West Indies	10	7,384			4	3,857
French Oceania	5	1,969				
Germany	2	2,796	15	7,104	336	315,391
Gibraltar	1	1,358	2	3,094		
Greece	10	7,968	12	8,655	18	12,239
Guatemala	16	14,716	14	12,807	25	27,870
Haiti	3	2,516	1	610	17	8,866
Honduras	2	2,115			1	507
Hongkong	23	21,783	50	45,427	47	41,512
Hungary					19	17,976
Italy	6	6,532	2	2,188		
Jamaica					68	40,152
Japan	184	147,740	260	166,714	382	195,009
Lithuania	2	2,484			1	819
Malta	19	11,389	21	11,179	19	8,849
Mexico	147	156,945	142	157,260	137	137,719
Morocco	31	16,752	4	2,500	4	2,052
Netherlands	182	128,750	386	286,620	114	101,010
Newfoundland	38	23,842	47	28,683	76	37,239
New Zealand	2,848	1,504,172	8,662	4,136,398	9,511	5,112,154
Nicaragua					3	646
Norway	149	114,587	52	52,646	57	50,613
Oceania	2	754	12	4,699	47	15,855
Panama	6	7,710			3	6,522
Persia					4	2,030
Peru					200	52,195
Poland					73	67,474
Portugal	22	27,180	30	37,010	5	2,287
Portuguese Africa	6	4,147	47	20,218	130	60,593
Rumania					5	2,627
Russia	1	1,068	2	2,426		
Salvador	14	14,298	29	26,266	41	31,731
San Domingo	11	11,879	21	21,838	41	20,661
Siam	20	9,781	110	38,945	152	45,806
Spain	403	383,389	309	326,550	4	3,004
Straits Settlements	188	76,491	1,232	463,155	1,332	522,720
Sweden	609	327,219	695	524,901	296	288,450
Switzerland	72	61,388	34	23,619	117	110,952
Syria	44	38,868	6	4,786	29	22,212
Trinidad					13	10,630
Turkey	22	14,251	6	5,074	47	26,999
United Kingdom	9,867	7,051,544	11,080	7,576,662	5,701	3,890,195
United States	138	74,263	155	52,397	132	54,883
Uruguay	85	65,798	205	181,287	200	128,043
Venezuela	69	54,022	53	58,887	91	78,828
Yugoslavia					1	525
Other Countries	65	58,477	99	90,296	119	67,457
Total	35,498	$21,061,377	57,481	$29,324,031	43,884	$22,080,799

Canadian Parts Exports

Country	1921	1922	1923	1924
Aden	$6,041	$4,921	$5,358	$7,671
Argentina	116	80,603	162,813	422,264
Australia	212,811	597,213	798,172	703,465
Azores		5		
Barbados				812
Belgium		3,129	2,971	70,269
Bolivia		790	560	
Brazil		12,468	143,706	309,416
British Africa	159,981	194,768	486,662	1,496,590
British Guiana		419	609	242
British India	58,133	200,901	119,664	242,754
British Oceania, Other			1,763	3,601
British West Indies		3,702	2,818	226
Canary Islands		137	7	
Ceylon	10,521	14,640	43,490	34,311
Chile		899	2,857	82
China		1,261	459	90
Colombia		449	1,433	236
Costa Rica		159	107	301
Cuba		100	100	122
Denmark		9,813	128,781	241,996
Dominican Republic			597	182
Dutch Guiana		67	65	36
Dutch East Indies	92,213	80,509	67,125	113,299
Dutch West Indies		39		
Ecuador		316	210	351
Egypt		407	1,222	703
Esthonia			163	
Fiji Islands	12,519	3,691	955	
Finland		88	90	37
France		11,189		2,543
French Africa, Other				232
French Guiana		62		
French Oceania		462	481	177
Germany		80		69
Greece		251	346	209
Guatemala		281	264	42
Haiti		21	25	45
Honduras		57	18	10,000
Hongkong			914	108
Irish Free State				18,925
Italian Africa			22	
Italy		1,600		689
Jamaica				609
Japan		243	7,825	4,811
Liberia				15
Malta		60	109	120
Mexico		2,285	310	344
Miquelon and St. Pierre		219	194	668
Morocco		500		118
Netherlands		1,071	3,196	3,919
Newfoundland		4,806	9,154	6,698
New Zealand	182,171	90,684	234,609	368,719
Norway		2,392	4,560	276
Oceania		300		6,759
Palestine			37	62
Panama		5	19,821	
Paraguay			99	
Persia		250		
Peru		83	43	
Philippine Islands				507
Poland		20	169	79
Portugal		166	133	
Portuguese Africa		173	86	911
Rumania			118	
Salvador		533	573	240
San Domingo		1,224		
Siam	4,199	9,903	9,421	20,241
Spain		6,984	121,110	87,657
Straits Settlements	34,651	45,941	147,309	169,096
Sweden		2,808	6,466	1,328
Switzerland		634	521	14
Syria		487	481	
Trinidad				1,643
Turkey		468	2,448	347
United Kingdom	210,008	441,147	509,468	543,236
United States	132,246	80,592	471,644	88,111
Uruguay		1,282	1,675	374
Venezuela		1,463	1,023	54
Other Countries	12,571	3,878	2,910	2,998
Total	$1,128,181	$1,926,098	$3,530,339	$4,992,049

Canadian Truck Exports

Countries	1922		1923		1924	
	No.	Value	No.	Value	No.	Value
Aden			32	$17,681	20	$6,817
Australia	1,574	$662,549	7,213	2,479,201	5,837	1,973,905
Belgium			1	751		
British Africa	262	109,203	619	212,593	663	229,351
British India	154	66,218	704	235,142	1,586	579,170
Br. East Indies, Other			2	668		
Br. West Indies, Other						
British Guiana					3	1,165
British Oceania			8	2,632	11	1,911
Ceylon	77	30,391	192	63,727	412	150,190
Chile			5	6,479		
Cuba					3	6,800
Dutch East Indies	51	22,428	30	9,835	326	107,931
Dutch West Indies			12	3,734		
Fiji Islands					13	4,192
Finland						
French Oceania			6	2,004	16	6,233

Countries	1922		1923		1924	
	No.	Value	No.	Value	No.	Value
Jamaica					1	446
Japan			80	37,478	151	70,575
Miquelon					3	1,948
Newfoundland			7	2,663	1	2,050
New Zealand	216	90,912	1,189	409,804	1,881	664,471
Other Oceania					13	4,245
Portuguese Africa			4	1,304	12	3,917
Siam	25	10,350	119	39,522	223	73,650
Spain			5	1,760		
Straits Settlements	36	16,158	158	51,302	308	101,015
Trinidad					1	445
United Kingdom	147	73,634	2,024	908,167	1,263	415,621
United States	6	4,189	18	12,826	9	17,565
Uruguay						
Other Countries	16	8,487	11	4,386	16	5,545
Total	2,564	$1,094,519	12,439	$4,503,659	12,772	$4,429,161

Canadian Tire Exports

Countries	1921	1922	1923	1924
Argentina	$185,349	$527,996	$644,050	$546,813
Australia	25,054	260,687	573,407	543,377
Belgium	.....	47,089	120,322	119,836
Brazil	47,691	288,183	195,388	210,184
British Africa	109,971	260,995	296,720	629,205
British Guiana	14,219	22,877	22,799	14,713
British India	90,277	208,455	201,176	260,529
British West Indies	149,025	146,344	130,362	140,613
Ceylon	16,564	43,785	39,263	50,146
Chile	17,530	11,294	39,233	40,013
China	2,064	.....	28,739	86,210
Cuba	1,470	10	11	.....
Denmark	79,109	28,418	67,108	90,808
Dutch East Indies	109,721	188,475	257,759	273,762
Egypt	.....	.....	.....	7,772
Fiji Islands	.....	.....	.....	22,121
France	106,584	238,123	457,853	187,657
Germany	.....	.....	.....	2,737
Greece	.....	.....	.....	1,924
Hongkong	.....	.....	.....	4,816
Irish Free State	.....	.....	.....	9,510
Italy	.....	.....	54,293	27,953
Japan	41,352	120,644	158,900	177,634
Netherlands	16,569	3,336	78,981	84,552
Newfoundland	2,668	639	82	.....
New Zealand	83,252	418,762	735,293	927,114
Norway	.....	.....	1,032	36,439
Panama	17,678	.....	.....	.....
Peru	1,015	341	.....	6,339
Spain	20,959	19,702	69,314	2,366
Straits Settlements	.....	34,455	124,500	106,388
Sweden	1,200	.....	42,364	45,820
Switzerland	.....	.....	15,273	38,306
United Kingdom	1,100,889	1,111,272	1,539,456	1,504,360
United States	74,672	11,414	13,769	31,603
Uruguay	16,218	10,775	76,214	108,695
Other Countries	135,618	455,191	346,758	149,624
Total	$2,466,718	$4,459,262	$6,330,419	$6,489,939

French Car and Truck Exports, 1923 and 1924

Countries	1923		1924 (9 mos.)	
	Cars No.	Trucks No.	Cars No.	Trucks No.
Algeria	3,564	202	3,248	299
Argentina	153	15	142	17
Belgium	5,105	448	5,903	380
Brazil	29	3	57	15
Canada	16	.....	10	1
Czechoslovakia	3	1	45	1
England	6,992	246	5,565	307
French Indo China	913	47	882	47
Germany	1,679	162	3,849	284
Holland	162	13	668	18
Italy	134	4	294	6
Japan	320	2	251	7
Madagascar	53	6	55	5
Morocco	230	87	408	65
Norway	23	1	2	.....
Saar Territory	1,240	265	1,265	319
Senegal	73	15	61	32
Spain	2,946	443	4,062	371
Sweden	161	15	71	5
Switzerland	2,061	464	1,956	607
Tunis	236	41	101	36
United States	133	1	113	70
Other Countries	2,034	182	2,576	251
Total	28,261	2,663	31,584	3,131

German Motor Truck and Chassis Exports

Year	Number
1920	8,709
1921	1,818
1922	3,176
1923 (9 mos.)	1,108
1924 (10 mos.)	674
Total	15,485

German Passenger Car and Chassis Exports

Year	Number
1920	8,777
1921	3,960
1922	6,036
1923 (9 mos.)	3,702
1924 (10 mos.)	1,276
Total	23,751

Italian Car and Truck Exports

Year	Number	Year	Number
1912	7,266	1921	10,415
1913	6,575	1922	11,379
1914	3,291	1923	12,773
1918	2,485	1924 (10 mos)	15,037
1919	2,547		
1920	11,320	Total	83,079

British Passenger Car Exports

Country	1922		1923		1924*	
	No.	Value	No.	Value	No.	Value
Argentina	.....	.....	12	£7,899	19	£11,194
Australia	158	£77,224	536	238,199	1,980	695,138
Austria	.....	.....	.....	.....	50	11,739
Belgium	19	13,490	16	6,310	93	32,323
Brazil	24	12,829	1	955	8	3,960
British Africa	70	39,891	246	71,773	673	153,326
British India	265	167,133	304	135,588	853	260,772
Canada	32	32,289	18	19,675	21	12,614
Ceylon	31	12,514	75	21,320	153	36,208
China	.....	.....	52	18,787	176	38,669
Denmark	34	19,999	44	19,477	30	11,924
Egypt	22	19,599	24	6,474	52	12,657
France	26	25,409	29	25,338	159	82,750
Germany	.....	.....	17	4,937	150	38,254
Irish Free State	.....	.....	.....	.....	2,961	539,168
Italy	.....	.....	.....	.....	5	3,534
Japan	38	18,632	58	20,622	207	49,465
Netherlands	.....	.....	72	29,038	88	29,977
New Zealand	100	44,735	368	125,469	902	253,497
Norway	.....	.....	5	2,041	6	2,489
Portugal	.....	.....	17	9,583	33	10,572
Rumania	1	2,774	2	2,105	.....	.....
Russia	3	2,532	10	10,682	2	2,315
Spain	29	27,720	62	42,608	47	28,804
Straits Settlements	44	23,663	119	38,124	393	93,649
Sweden	.....	.....	32	15,335	16	6,340
Switzerland	.....	.....	10	8,164	17	9,443
United States	66	89,099	17	20,091	24	22,268
Other Countries	411	221,291	1,102	307,189	591	137,931
Total	1,373	£850,823	3,248	£1,207,783	9,709	£2,589,980

*Eleven Months.

British Truck Exports

Country	1922		1923		1924*	
	No.	Value	No.	Value	No.	Value
Argentina	.....	.....	18	£11,146	14	£7,381
Australia	88	£61,404	83	70,233	113	65,913
Belgium	8	3,853	4	2,412	8	4,074
Brazil	32	45,059	1	900	1	904
British Africa	30	21,460	63	39,347	91	51,310
British India	63	39,117	181	150,577	306	180,687
Canada	13	13,251	2	1,650	16	30,310
Ceylon	7	4,484	17	3,678	15	5,869
China	.....	.....	7	4,102	24	34,272
Denmark	2	515	.....	.....	5	662
Egypt	14	1,437	11	2,820	5	2,202
France	5	1,880	10	3,490	11	858
Germany	.....	.....	.....	.....	18	7,857
Irish Free State	.....	.....	.....	.....	609	142,789
Japan	9	10,299	27	8,767	24	14,162
Netherlands	.....	.....	15	6,847	14	7,256
New Zealand	46	32,772	42	27,225	42	32,610
Norway	.....	.....	5	4,530	2	2,288
Portugal	.....	.....	4	2,586	2	1,566
Rumania	1	200	1	1,500	.....	.....
Russia	8	7,849	4	2,728	1	1,115
Spain	74	103,284	62	94,477	5	460
Straits Settlements	7	8,208	11	12,377	15	9,113
Sweden	.....	.....	17	12,492	.....	.....
Switzerland	.....	.....	.....	.....	1	295
United States	.....	.....	2	400	3	1,268
Other Countries	189	355,072	389	198,853	181	66,314
Total	596	£710,144	976	£663,137	1,524	£671,535

*Eleven Months.

British Exports Motor Vehicle Chassis

Countries	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924*
Argentina									19		15	12	31
									£19,209		£10,907	£7,845	£9,145
Australia	702	617	413	112	126	15	20	96	876	342	549	1,21	1,398
	£229,592	£175,154	£122,591	£35,173	£42,016	£4,283	£3,374	£56,911	£515,418	£235,749	£273,394	£522,365	£568,711
Belgium	32	37	81					83	43	25	4	33	11
	£11,191	£13,520	£49,577					£59,160	£43,324	£35,809	£834	£21,166	£6,537
Brazil								6	19	8		6	11
								£4,295	£14,784	£8,257		£4,486	£6,407
British Africa								10	55			43	168
								£7,283	£44,594			£27,744	£52,406
British East Indies	53	109	89	51	152	35	7						
	£21,018	£45,405	£34,570	£16,568	£65,739	£18,448	£6,170						
British India								174	908	49	207	28	
								£124,049	£748,814	£50,026	£146,064	£14,898	
Canada	37	65	13					14	26	21	29	29	33
	£21,096	£37,586	£7,987					£9,618	£25,244	£16,546	£16,497	£18,838	£18,132
Ceylon								7	36	2	1	3	25
								£4,952	£26,143	£1,226	£485	£1,589	£10,807
China								4	34		14	16	40
								£3,707	£26,328		£8,962	£10,685	£20,010
Cuba									24				
									£26,871				
Denmark								43	23	2	2	6	8
								£35,031	£18,989	£385	£1,005	£1,693	£1,909
France	114	134	154	36	139	190	25	31	91	72	21	48	53
	£63,070	£98,351	£114,147	£18,040	£60,769	£95,712	£23,940	£14,618	£108,348	£90,691	£26,278	£49,351	£55,304
Germany	32	26	26									2	9
	£12,990	£10,767	£11,382									£344	£6,066
Japan								4	21	67	9	22	56
								£1,864	£13,406	£39,974	£3,127	£16,831	£11,987
Netherlands								58	60		8	22	8
								£44,696	£48,784		£5,531	£17,572	£4,137
New Zealand					37	6	2	51	451	89	129	262	355
					£10,308	£3,638	£1,350	£43,157	£316,089	£74,477	£74,748	£123,635	£160,117
Norway								13	11			1	17
								£7,440	£6,836			£1,615	£4,356
Portugal								3	22		2	4	4
								£2,120	£16,842		£2,500	£4,007	£3,041
Russia	11	8	383	48	48	391			15		3		5
	£1,540	£3,752	£209,860	£20,654	£48,378	£243,844			£12,887		£1,897		£2,768
Spain								7	53	27	8	14	2
								£3,937	£46,431	£40,656	£14,431	£13,563	£216
Straits Settlements								3	94	34	14	30	74
								£2,737	£82,933	£24,282	£8,603	£16,044	£27,280
Sweden								2	21		2		
								£1,550	£16,319		£330		
Switzerland												11	6
												£10,552	£3,642
United States	14	7	65	53	36	5		10	145	63	17	10	5
	£6,949	£4,359	£51,410	£41,642	£30,076	£2,850		£8,742	£214,357	£104,891	£18,796	£11,405	£4,670
Other Countries	185	232	212	184	28	16	11	60	97	208	94	206	168
	£69,778	£76,389	£78,172	£55,104	£11,218	£4,712	£3,922	£35,718	£74,730	£204,842	£32,841	80,903	£59,925
Total	1,180	1,234	1,436	483	566	658	65	678	3,124	1,009	1,128	2,022	2,474
	£437,224	£465,283	£679,696	£187,181	£268,504	£373,487	£38,756	£471,585	£2,467,680	£927,811	£647,230	977,131	£1,037,573

*Eleven months.

British Parts Exports

Countries	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924*
Argentina					£14,472	£26,195		£12,295	£13,153	£22,336
Australia	£137,388	£56,574	£43,262	£36,145	102,877	271,034	£112,183	66,946	105,745	157,864
Belgium	13				61,485	132,858	67,375	33,731	48,725	74,318
Brazil					7,556	14,576	37,760	4,337	4,599	6,333
British Africa	58,403	58,540	33,026	23,128	70,838	177,790	47,097	25,677	67,531	81,826
British East Indies	21,185	114,981	103,478	77,328					46	13,800
British India	68,185				163,434	178,670	264,670	93,979	171,638	154,075
Canada	1,837				6,354	12,503	13,885	16,751	38,775	12,286
Ceylon					11,421	30,026	8,028	8,174	12,060	16,888
China								5,731	4,149	11,508
Czechoslovakia										7,890
Denmark					25,135	80,386	21,964	12,456	62,762	142,677
Egypt					20,415	45,247	12,222	5,662	6,260	4,793
France	167,919	271,953	287,9..	164,478	507,516	450,780	95,096	91,823	96,112	173,791
Germany			76		26	4,118		12,573	6,334	21,385
Irish Free State										233,549
Italy		91,265	95,510	78,340	111,058	192,513		18,398	35,103	49,391
Japan	1,782				12,070	21,579	35,692	6,839	28,026	32,171
Netherlands					32,233	90,942		12,396	15,100	30,575
New Zealand	61,257	38,136	28,518	17,129	47,520	132,492	36,831	17,565	36,593	56,615
Norway					7,798	13,825		1,852	4,260	3,966
Portugal										3,078
Russia	53,551	32,764	177,519		1,392	4,862	1,111	12,787	5,414	11,375
Spain			25,198	9,287	25,962	50,540	56,010	16,944	18,091	31,525
Straits Settlements					15,265	53,706	25,547	7,635	19,833	16,725
Sweden					5,649	42,167		4,640	14,574	18,298
Switzerland	602				31,694	17,372		1,892	4,488	9,237
United States	17,826	20,448	10,922	4,422	5,330	26,009	35,569	9,032	5,789	7,810
Uruguay										18,393
Other Countries	131,709	157,875	99,876	65,928	102,998	275,924	390,312	103,511	223,819	74,897
Total	£721,657	£842,536	£905,285	£476,185	£1,390,498	£2,346,114	£1,261,352	£603,626	£1,048,979	£1,499,375

*Eleven months.

EDITORIAL

The Big Issue

AGAIN AUTOMOTIVE INDUSTRIES presents its Statistical Issue.

Each year the mass of data gathered together reveals greater progress in automobile design, greater use of motor transportation throughout the world, and greater strides toward constructive merchandising policies.

To help automotive executives to keep pace with the rapidly changing trends of the industry is the purpose and function of this issue. Hundreds of people have had a part in its compilation and innumerable sources of information have been called upon. Every care has been taken to correlate the material accurately and to keep the published information free from error. If mistakes have crept in despite editorial vigilance, we will be glad to have them pointed out that they may be corrected in future issues.

Standard Parts

THE specification tables this year show a definite trend away from the so-called standard part, particularly insofar as the passenger car field is concerned. While many stock parts still are made in quantity and sold to different passenger car builders, the number of these units is much smaller than in previous years.

Stock unit makers for the most part have changed over their policy so that now they manufacture special designs on order for specific car builders. In many cases this change has been gradual, forced by the changing character of the passenger car field. The total output of assembled car makers today is scarcely large enough to support many exclusively stock unit manufacturers.

In the truck field, however, the unit assembler still predominates, so far as number of makes is concerned.

A Production Idea

PRODUCTION officials will have read with interest in one of our recent issues, the description of an assembly of machine tools in a British engine plant in which a crankcase and cylinder block is not only completely machined, but the bearings and studs inserted as well, without the workpiece touching the floor between operations.

While the so-called "cylinder block machine" consists of an aggregation of numerous tools of familiar type, such as drill presses, boring machines, milling machines, etc., it resembles a single machine in operation, in that all operations are synchronized, the same as in our multiple station automatic tools. The only feature that is missing to make the resemblance complete is automatic transfer of the workpiece from one station to the next.

One cannot help but admire the boldness of the conception of this scheme of production. As compared with modern American methods one of the chief differences is that the method described is more rigid. Inspection between operations is eliminated, because it would increase the time, and hence the cost, of passing each workpiece through the machine, and practically nothing would be gained by discovering an imperfection in a casting during the early stages of its operation, as withdrawing it from the line would mean that the stations beyond this point would have to idle during a period equal to that required for working on the part.

Rigidity evidently also characterizes the equipment, in that, speaking in a general way, it would be more difficult to make changes in the tools to provide for changes in the design than where separate tools are used. This is fully recognized by the originators of the system, and Mr. Woollard made it plain in his paper that standardization of product and a design which need not be changed during a number of years are prerequisites to successful "continuous production."

Automotive Products

NET income available for dividends after all is the real gage of automotive prosperity. Production, inventories, sales and engineering progress all contribute to advancement, but the real measuring stick is profits. On that basis the automotive industry didn't do nearly so well as a number of others in 1924. But it did much better than some.

Reports of 116 companies, engaged in many different lines of business, showing an aggregate net income of $524,904,087 available for the common stocks, just compiled by Dow, Jones & Co., show that the average decrease as compared with 1923 was only 5.4 per cent. The four automobile companies included in the group showed a decrease of 8.42 per cent, somewhat more than the average. But four accessory manufacturers had a drop of only 1.76 per cent as compared to 1923, a much better showing for this class of producers than was generally believed to have been made.

Mail order houses showed the largest percentage gains and the largest gains in net earnings, while the four men's clothing firms considered registered a drop of nearly 12 per cent.

The number of companies used in making the compilation was scarcely large enough, of course, to make the exact percentages applicable to the whole of any particular industry. But the data are useful in giving a general indication of automotive profits last year as compared to those of other important industries. Better things are possible in 1925 if efficient methods in selling as well as production become more common.

Our Industry Today—

Manufacturers Turn Eyes Toward New England and Boston Show for Increased Sales Demand—Conditions Generally Favorable

NEW YORK, Feb. 23—As manufacturers are going ahead turning out automobiles on a continually increased scale they are diverting their attention to the Boston automobile show, the last of the larger exhibits of 1925, for the final proof of the indices for this year. They have every reason to believe that the results of this show, which will be held the early part of next month, will serve to add to the optimism that has prevailed in their circles since the beginning of the year. New England is the only section that remains to be heard from. Otherwise the returns are all in.

During the last two years conditions in New England have not been of the best kind. Competition in the cotton mills of the South had its effect there during that period. The manufacturers, however, instead of giving up, have diverted their attention from the lower priced goods which the South can produce cheaper and are producing, on an increased scale, to the higher grade material, such as tapestry. This is bringing prosperity back to New England.

Prospects Favorable

With an administration at Washington that is favorable, this quickly populated section, with its great purchasing power, never previously has had a better basis for visualizing the future with satisfaction. Car loadings and employment increases show further the trend of conditions there, as in other sections.

From other sections of the country the reports continue favorable. Detroit continues to show employment increases. The last report showed a gain of 777 over the previous week. The curve of employment in that automobile center shows the greatest gain for January, 1925, since the record has been charted. These charts include all industrial employment there, but, of course, the automobile industry predominates.

The trend of employment in the first months of 1923 and 1924, both good years in the automobile industry, although upward, was not so nearly perpendicular as in the first thirty days of 1925.

West and South Busy

Other sections in which the automobile industry is interested also send reports of a favorable nature. Milwaukee reports that units and parts makers are feeling the effects of the imminent rise in the output to meet the demands of spring selling, which gives every indication of a sharp accentuation in March and April.

In the South lumber mills which supply body and other automotive plants have increased their operations practically to capacity. Retail conditions there also continue to be of a favorable nature. Like conditions prevail in the West, where the buying power of the farmers continues on the upgrade.

Bethlehem-Splitdorf Company Organized

Announcement Made of New Organization in Automotive and Radio Field

BETHLEHEM, PA., Feb. 25—Bringing to a conclusion one of the largest transactions of the year in the automotive and radio field, the Bethlehem Spark Plug Co., Inc., made definite announcement at its offices here that it had acquired control of approximately 80 per cent of the $4,500,000 outstanding stock of the Splitdorf Electrical Co. of Newark.

A new company, known as the Bethlehem Spark Plug Co. of New Jersey, has been organized, this name to be changed later to that of the Splitdorf Bethlehem Electrical Co. This organization will act as a holding company for both the Bethlehem Spark Plug Co. and the Splitdorf Electrical Co.

E. H. Schwab, now president of the Bethlehem Spark Plug Co., will head the new company. In addition to him, its board of directors will include Charles M. Schwab of the Bethlehem Steel Corp.; M. H. Bartlett, now president of the Splitdorf Electrical Co.; C. S. Splitdorf, of the Splitdorf company; C. R. Orabeck, vice-president of the Torrington Co.; H. P. Engles of Theodore Shultz & Co. of New York; H. Alvord and W. N. Davidson, general sales manager of the Bethelehem Spark Plug Co.

Chandler Earns $4.81 a Share

CLEVELAND, Feb. 25—F. C. Chandler, president of the Chandler Motor Car Co., in a letter to stockholders says the company in 1924, after deduction for taxes and depreciation, earned $1,348,420, or $4.81 a share, on 280,000 shares of stock, or 60 per cent above the dividend rate. This compares with $2,055,267, or $7.34 a share, in 1923. The profit and loss surplus as of Dec. 31, 1924, is given as $4,091,604, against $4,003,184 on the same date in 1923.

Fisher Quarterly Net $2,307,187

DETROIT, Feb. 25—Fisher Body Corp. and subsidiaries, including the Ohio company, for the quarter ended Jan. 31, 1924, shows a net income of $2,307,187, after charges and taxes, equal, after allowing for the Fisher Body Ohio Co. preferred dividends, to 89 cents a share on the 2,400,000 shares of $25 par common outstanding. This compares with $3,178,199, or $5.02 a share on 600,000 no par shares outstanding in the preceding quarter and $5,667,176 in the corresponding quarter of the previous year.

Mullins to Take on More Men

SALEM, OHIO, Feb. 25—Announcement is made by C. C. Gibbons, president of the Mullins Body Corp., that the company will take on 200 more men immediately in the various departments. Departments formerly operating two shifts will be put on a basis of 24 hours a day. Bonuses will be paid to hasten production.

Trucks for South Africa

SPRINGFIELD, OHIO, Feb. 25—Superintendent Karl Schrieber of the Springfield works of the International Harvester Co., says orders have been received for light high speed motor trucks from South Africa and South America.

Kelly Gets Eastern Order

SPRINGFIELD, OHIO, Feb. 25—The Kelly-Springfield Motor Truck Co. has received an order for a fleet of nine Kelly motor trucks from an Eastern company. Manager Pearl A. Lewis says "things are looking fine."

Company to Produce a New Type Turbine

MILWAUKEE, Feb. 24—The New Era Engineering Co. of Milwaukee is a new $35,000 corporation, organized by J. B. Drahonovsky, Milwaukee engineer and inventor, to undertake the manufacture of a combustion turbine engine on which he has been working for over 15 years.

An experimental shop has been maintained for several years, and it is intended to enlarge this into a production center.

The New Era engine has but seven moving parts, there being no crankshaft or connecting rods, and but two spark plugs. It is built to develop from 50 to 200 hp. for automobile use, and 200 to 1000 hp. for aircraft use. The speed range in the automobile type is from 60 to 550 r.p.m., and the engine will give, it is claimed, from 75,000 to 150,000 miles service in a chassis.

The cost of manufacture is less than one-half of the average automobile engine, while the cost of operation far less, as any light combustive oil can be used as fuel.

Duesenberg Motors Company Organized

Corporation with $500,000 Capital Ready to Operate After Conclusion of Sale

INDIANAPOLIS, Feb. 25—The Duesenberg Motors Co., which plans to take over the Duesenberg Automobile and Motors Co., which has been in the hands of a receiver for more than a year, was formally incorporated here Saturday with an authorized capitalization of $500,000. The new company, largely composed of stockholders in the old organization, has been completed during the last 30 days. Conferences during the last two weeks have cleared the way for the court sale.

Receiver William T. Rasmussen, who has been in charge of the plant for about a year, during which time he has finished, produced and sold over 100 cars, predicts the successful conclusion of the sale and reorganization. Definite plans for production and operation under the new management are to be completed at a meeting of the officers and directors within a week.

Fred S. Duesenberg is president of the new organization, with James H. Dunn, of Uniontown, Pa., vice-president; Edward Wildman, secretary, and Harry B. Mahan, treasurer. The directors are Fred S. Duesenberg, August Duesenberg, William S. Iliff of Denver, Colo.; Robert P. Jones, Cincinnati; Barrent Ten Block, St. Louis, and Messrs. Dunn and Mahan.

It is understood that the court has placed an upset price of $375,000 on the property, which more than balances the merchandise liabilities. The inventory value of the plant, after the indebtedness has been paid, is estimated to be about $750,000. The confidence of the stockholders in the new company and the men who head it is reflected in the fact that sufficient capital was raised from them in a month to form the new company preparatory to taking over the old organization, and to start operations on the plant under the new management.

McCord Radiator Earns $814,592 in 1924

DETROIT, Feb. 24—McCord Radiator & Manufacturing Co. for 1924 shows a net profit of $814,592. According to the annual statement to stockholders of A. C. McCord, president, the company maintained about the same volume of sales as previously and in fact showed an increase, although there was a reduction of about 10 per cent in the volume of business of the industry generally.

Unit production for the year showed an increase of 22.8 per cent, this increase counterbalancing the reduction in selling prices, Mr. McCord said.

Schedules for the first quarter of 1925 show a considerable increase over the same period last year.

Business in Brief

Written exclusively for AUTOMOTIVE INDUSTRIES *by the Guaranty Trust Co., second largest bank in America.*

NEW YORK, Feb. 25—Industry and trade continued to reflect generally favorable conditions last week, although many markets were somewhat restricted by the rigid adherence to conservative policies among buyers. Last week's stock market trend was upward, in contrast to the sharp reaction of the preceding week. General commodity prices also rose after two weeks of decline.

Car loadings in the week ended Feb. 7 numbered 928,244, comparing with 896,055 in the preceding week and 906,015 in the corresponding period last year. Loadings in the first six weeks of the year were the largest ever reported for the season, and were 3.4 per cent above those for the similar period of 1924.

Production of crude petroleum in the week ended Feb. 14 averaged 1,935,100 barrels a day, comparing with a daily average of 1,941,600 barrels in the preceding week and 1,918,900 a year earlier. The current figures represent a reduction of 106,350 barrels in the daily average from the 1924 peak, which was reached in September.

Cotton spinning, as indicated by active spindle hours, was larger in January than in December. Spindle hours last month numbered 8,493,240,466, as against 7,816,590,215 in the preceding month and 8,448,257,647 in January a year ago.

Business failures reported to Bradstreet's for the week ended Feb. 19 numbered 394, comparing with 436 in the preceding week and 384 in the corresponding period a year ago.

Bank debits to individual accounts reported by the Federal Reserve Board for the week ended Feb. 18 were 4.3 per cent below the total of the week before, but 2.4 per cent larger than that for a year earlier.

Discounts by Federal Reserve banks increased $11,000,000 during the week ended Feb. 18, the gain being almost equally divided between bills secured by Government obligations and "other bills discounted." The reserve ratio rose from 76.9 to 77 per cent.

Call loans were slightly easier last week at 3 to 4 per cent. Time loans and commercial paper rates were unchanged at 3½ to 4 and 3½ to 3¾ per cent, respectively.

Hudson to Increase Capacity to 1200

Daily Figure of 700 to Be Almost Doubled by Expansion Now Under Way

DETROIT, Feb. 25—Plans for a new building just made known by the Hudson Motor Car Co. will increase its daily capacity from the present approximate 700 figure to a total approximating 1200 a day. The new building will adjoin the present factory buildings on Jefferson Avenue and will be a general manufacturing building, housing assembly lines and other departments.

This expansion is made necessary, the company declares, by the extreme demand for its products, the coach especially, which is now providing 90 per cent of the total business.

The new building will be three stories in height and will run 600 ft. along the Conors Avenue side of the main plant. Work on it will be carried through day and night without interference with the regular manufacturing schedules in the present buildings. When completed, the general shop layout will be changed to fit into the new manufacturing plans.

The new building will make possible the rounding out of a program of expansion which included the purchase of the former Jefferson forge plant and the stamping plant at the Clayton Lambert Co. This latter company has been manufacturing stampings for Hudson almost exclusively for sometime past.

When the production demands of Hudson rose to a point where it required all the facilities of the Clayton Lambert plant it took over the latter. This latter plant is within a short distance of the main manufacturing plant, stamping being delivered by tractors and trailers.

With the new building and new plants, Hudson's manufacturing space will be increased to approximately 2,000,000 sq. ft. It is expected that this will be available for manufacturing by early summer, making Hudson one of the largest capacity plants in the automotive manufacturing field.

A. C. Spark Plug Co. to Finish Dort Plant

FLINT, MICH., Feb. 25—The plant of the Dort Motor Car Co., on the east side of Flint, taken over by the A. C. Spark Plug Co., will be completed and equipped at once for the manufacture of the A. C. air cleaner and the fuel pump which the company is introducing. The building also was used in the past for the manufacture of ornamental tiles, which the company has developed as an outgrowth of its spark plug porcelain department.

The Dort plant is entirely modern. It had been used only in part by the Dort company. Some of the interior work was not finished, but will now be pushed through to completion.

U. S. Gives January Output as 240,912

Of This Total 212,908 Were Passenger Cars and 28,004 Were Trucks

WASHINGTON, Feb. 25—Figures compiled by the Department of Commerce for January of this year give production of motor vehicles as 212,908 passenger cars and 28,004 trucks, of which 204,607 passenger cars and 26,464 trucks were made in the United States and 8301 passenger cars and 1540 trucks were produced in Canada. The total for the United States is 240,912.

The department's passenger car figures for January, 1924, are as follows: United States, 283,981; Canada, 9841; total, 293,822. Truck figures are: United States, 28,902; Canada, 1725; total, 30,627.

Complete passenger car figures for December, 1924, are: United States, 174,828; Canada, 7200; total, 182,028. Truck figures for the same period are: United States, 25,680; Canada, 1670; total, 27,324.

Total passenger car production figures for 1924, as compiled by the department, are: United States, 3,144,515; Canada, 117,765; total, 3,262,280. Truck figures for the same period are: United States, 358,296; Canada, 17,130; total, 375,426.

Ford Car Sales Total 103,022 in January

DETROIT, Feb. 25—January retail sales of Ford cars and trucks totaled 103,022 and in addition the company dealers sold 4,156 tractors and 395 Lincoln cars, according to official figures released by the company. Of these the domestic deliveries at retail were 76,062 Ford cars, 13,790 trucks, 3,384 tractors and 371 Lincolns. The foreign sales figures do not include those of the Ford Motor Co. of Canada, Ltd.

Sales reports for February show an increasing demand generally, the company reports, and to care for growing requirements all Ford manufacturing plants are now operating on a full six-day week schedule.

In January, 1924, Ford produced 161,000 cars and trucks and 4,837 tractors.

Ford Plants Resume Full Time

DETROIT, Feb. 24—For the first time since early last year all plants of the Ford Motor Co. are now running on a full six-day-a-week schedule. About 65,000 men are employed at the River Rouge plant and 55,000 at the Highland Park plant, it was said.

ROCHESTER FIRMS CONSOLIDATE

ROCHESTER, N. Y., Feb. 24—The Rochester Bearing Co. has consolidated with the D. H. Tiffany Corp., manufacturers of the Rochester Storage Battery and replacement parts distributors of Rochester, N. Y. The consolidation gives the Tiffany Corp. a more extensive line of replacement parts including Timken bearings. John Baer, proprietor of the Rochester Bearing Co., has been taken into the Tiffany Corp. as manager of the bearing department.

Spring and Bumper Makes Contract in Canada

KALAMAZOO, MICH., Feb. 25—The C. G. Spring and Bumper Co., which recently closed its Kalamazoo factory, has made a contract with the Skinner Co., Ltd., Gananoque, Ont., for the manufacture and distribution of bumpers in Canada. The Overseas Motor Service Corp., New York, has been engaged to handle all export business.

Reports available from the office of Christian Girl, president, are to the effect that both the Detroit and Chicago factories are operating at full capacity and are behind in orders.

Ford Holds Tractor Exhibition in New York

NEW YORK, Feb. 24—More than 150 different kinds of equipment applicable to Fordson tractors are being exhibited at the Ford Motor Building here this week under the auspices of the Ford Power Equipment Exposition, cooperating with 75 manufacturers of various types of tractors and materials in putting on the exhibit.

The display illustrates the steadily increasing growth of the use of power derived from the standard tractor of today for a great variety of commercial and industrial purposes, such as hoisting, the replacing of hand labor in loading goods, road building and grading work.

One of the prime objects of the exhibit is to show that, despite the increasing use of tractors in making heavy farm work easier, the tractor is now being used with equal value in all forms of industrial activity.

Bondholders to Operate Haynes Automobile Plant

KOKOMO, IND., Feb. 25—Bondholders who purchased the assets of the Haynes Automobile Co. at the sale here will reorganize the company and continue the operation of the plant. The sale price was $875,000. The bondholders' committee paid an additional $125,000 for the inventory of stock.

The only other bid, submitted by the Fletcher-American Trust Co. of Indianapolis, was for $750,000, exclusive of inventory.

GLEBE BUYS MONARCH

TORONTO, ONT., Feb. 24.—The Glebe Manufacturing Co., Ltd., has purchased the business of Monarch Tractors, Ltd., Brantford, Ont., and will commence operations this month. The company is capitalized at $1,000,000.

Automobiles to Use More Copper in 1925

Survey Report Predicts Record Consumption of Metal This Year

NEW YORK, Feb. 25—According to a survey made by the Copper and Brass Research Association, aproximately 200,000,000 lbs. of copper will be consumed this year by the automobile industry. In 1924, the survey shows, 165,000,000 lbs. of copper and its alloys were consumed by the automotive industry.

In giving the results of its survey the association states that the trend toward lasting construction and the growth of the demand for closed cars point to an increased use of copper. It adds that of the 3,650,000 motor vehicles of all classes produced in 1924 the copper content varied from 16 to 750 lbs.

The survey says that an illustration of the large use of copper and its alloys is the fact that in a popular car 254 miles of light copper tubing goes into the radiators of one day's car output of a single factory of the producing company.

Brass to the amount of 67 tons also enters into the production of this car, in various parts and appliances, the report states.

Martin-Parry Appoints New District Managers

YORK, PA., Feb. 25—The Martin-Parry Corp. announces the appointment of three new district sales managers. R. R. McRea will represent the company in the Minneapolis district. Mr. McRea is a body builder with a wide acquaintance among the dealers in his locality. He was formerly the head of the McRea Manufacturing Co. of Minneapolis, distributor of bus and other special type bodies.

In the Florida and southern Georgia district Martin-Parry will be represented by V. L. Noble. Mr. Noble has been a special branch instructor in assembling and mounting Martin-Parry commercial bodies.

A. P. Boblett, for a long time associated with the Martin-Parry Corp. at York, Pa., has taken over the Memphis, Tenn., territory as district manager.

Oakland Names Bashaw Cleveland Distributor

PONTIAC, MICH., Feb. 25—In line with its policy of strengthening its dealer organization, Oakland Motor Car Co. has named the Bashaw Oakland Motor Co. as Cleveland dealer. Announcement of the appointment was made by C. W. Matheson, vice-president and director of sales. L. J. Marsh, district manager, will move his headquarters to the Keith Building, from which point he will supervise Oakland field activities in the Cleveland district.

Ford to Operate Own Transatlantic Fleet

The East Indian Is Purchased for Use as First Unit in Overseas Service

DETROIT, Feb. 25—Ford Motor Co. will start transatlantic shipping by operating its own fleet for carrying manufactured automobile parts to the company's foreign plants, Edsel B. Ford, president, has announced. At the same time he declared the company had purchased the steamer East Indian from the Emergency Fleet Corp. as the first large unit in the proposed fleet to be put into transatlantic service.

According to Edsel Ford, the company has decided to enlarge its fleet to include large ocean-going vessels, which will enable it to ship to the Ford European plants. The Fords will proceed with these plans without delay. Mr. Ford added:

Two Successfully Operated

Our decision in this matter has been prompted by the successful operation of our two small ships, the Oneida and Onondaga. During the last few months these ships have been engaged in carrying automobile and tractor parts to our assembly plants along the southern coast of the United States and to South America, taking on other commercial cargoes on return trips North. They were put into service on a rather experimental basis and have proven the feasibility of extending our own shipping service to Europe.

Plans for the operation of the transatlantic liners are as yet in the formative stages, that is, as to the ports of clearance in the United States and the extent to which it will be necessary to develop the fleets to meet all shipping requirements.

The company has plants at many places along the Atlantic Coast which are already being used for loading of foreign shipments, but it is practically certain that the company will favor the Southern ports to provide for shipping over the Ford railroad.

The East Indian will be placed into service in about six months. It is being reconditioned at Chester, Pa., at the Sun Ship Building yards. It is a twin screw, driven by reciprocating steam engines, but these will be replaced by Diesel engines.

The East Indian will have capacity for 12,000 tons, or parts for between 4000 and 5000 cars. It has three decks, is 485 ft. in length and has a speed of 12 to 15 knots an hour.

Carrying its experimenting with ocean shipping further, the company, it was stated, will load the Onondaga for a trip through the Panama Canal to Pacific coast ports where Ford assembly plants are located. This ship will be continued in South Atlantic and Gulf assembly ports service.

NEW CHARGER BATTERY

SCHENECTADY, N. Y., Feb. 25—A new model two-ampere Tungar battery charger is being sold by the General Electric Co. This charger is so compact that it can be placed in a radio cabinet and made a part of the set. It also may be used to recharge automobile batteries as well as all radio "A" and "B" storage batteries. A feature is a well marked terminal board on the outside of the casing, permitting the owner to charge different types of batteries merely by changing one connection.

Ford Settles Dispute; Resumes in Belgium

NEW YORK, Feb. 25—Settlement has been reached between the Belgian government and the Ford Motor Co., whereby the assembling plant at Antwerp will continue its operations, according to cable advices received in this city. The dispute arose over the new tariff provisions.

According to advices, coefficient on finished parts has been reduced from 4 to 3.6, and many unfinished items which undergo treatment in Belgium will be admitted at 12 per cent. The total levy on assembled cars will be about 25 per cent, compared with 12 per cent before the new tariff become effective, and 50 per cent to 80 per cent had the original provisions of the new tariff act been carried out.

Production capacity of the Antwerp plant will be increased to 38,000 cars a year, due to expanded facilities. Belgium will consume half of the output, and the remainder will be shipped to Germany, Holland and Switzerland.

Ford Gets Cooperation in Rubber Grove Project

TALLAHASSEE, Fla., Feb. 24—Governor John W. Martin, after a conference here with E. G. Seibold, secretary to Henry Ford, announced that he would do all that he could in cooperating with the automobile manufacturer in planting rubber trees in the Everglades section.

Mr. Ford desires to go ahead with the promotion of the industry on an 8000 acre tract he owns in Lee and Henry counties, Mr. Seibold told the Governor, but desires information regarding the draining of the land.

Ford Establishes Fifth South American Branch

DETROIT, Feb. 24—The establishment of a new branch at Pernambuco, Brazil, has been announced by the Ford Motor Co. This increases the number of the company's South American plants to five. The others are at Sao Paulo, Buenos Aires, Montevideo and Santiago, Chile. Several hundred cars, trucks and tractors are enroute to the new branch at Sao Paulo, the Kearny, N. J., plant making up the first consignment to be distributed from the new point.

In its announcement the company shows Pernambuco to be located in a district 550 miles south of the equator and on the Atlantic coast. It will provide for the distribution needs of an important and growing district. Work on the dealer organization is being rapidly carried forward.

Ford Car Standards Changed in England

Balloon Tires and Choice of Colors Now Provided for Vehicles There

LONDON, Feb. 18 (*by mail*)—Starting Jan. 15, all Ford passenger cars supplied by the Manchester plant have 4-ply 29 x 4.40 in. balloon tires on detachable rims, five complete tires and rims being standard equipment, with a newly designed wheel of slightly smaller diameter. To counteract the reduced ease of steering at low speeds, the steering gear ratio has been made 5 to 1 instead of 4 to 1 as hitherto, and a 17-in. wheel is provided.

Additional items of accessory equipment comprise a windscreen wiper, dash lamp and a rear view mirror, while purchasers have the choice on all passenger models of three colors for the body work, viz., empire gray, cobalt blue and orriford lake (maroon). During 1924 gray alone was available in England, with a black folding top. No variation of price accompanies these additions and variations.

The light delivery vans also have balloon tires, the increased steering ratio and the larger wheel, while on one-ton ners an improved rim taking 30 x 5 in. tires has been adopted.

The new rim has a detachable flange of spring steel, easily removable by means of a special tool provided for the purpose.

The size of the front tires remains 30 x 3½ in.

Ford Prefers U. S. to Run Muscle Shoals Plant

DETROIT, Feb. 25—In an authorized statement issued here Henry Ford repeated his previously announced stand that he no longer is interested in taking over Muscle Shoals. He added that he is willing to cooperate with the government in the development of Muscle Shoals into a nitrate plant, making cheap fertilizer for the American farmers.

Mr. Ford added:

If the Government keeps Muscle Shoals and operates the nitrate plant for the army and navy, I shall be glad to put at their service all that the Ford Co. has of knowledge and experience. The Ford Co. will turn over to the Government without cost the results of its research.

BURGESS ENLARGES PLANT

MADISON, WIS., Feb. 24—The Burgess Battery Co., Madison, Wis., manufacturer of dry batteries, has been compelled to make immediate enlargement of its plant to handle the heavy increase in orders for radio batteries. The concern has awarded contracts for the construction of a one-story extension, 62 x 252 ft., which will cost about $75,000 with equipment and be ready about May 15 or June 1.

Men of the Industry and What They Are Doing

Pierce Made Marmon Body Designer

W. E. Pierce, president of the Hume Body Corp. of Boston, Mass., and one of the foremost designers of automobile bodies in the country, has been retained as chief body engineer and designer of the Nordyke & Marmon Co. He will be located permanently at the Indianapolis offices of the company, according to an announcement by Col. Howard Marmon, vice-president in charge of engineering. Mr. Pierce designed the bodies of the 11 new Marmon models announced in November. In his new capacity he will have active charge of body design for the Marmon company. He was graduated from Cornell University in 1905.

Earl J. Moon Joins Moon Company

Earl J. Moon, son of Joseph W. Moon, founder of the Moon Motor Car Co., has been made body design and equipment engineer of that company. He will serve the organization as body style and equipment engineer, giving particular attention to the finish, upholstery, color scheme and refinements of Moon cars. He has returned to this country after several years in Europe where he specialized in interior decoration and studied European motor car body design.

Hughson Made N. A. D. A. Officer

William L. Hughson, prominent coast automobile distributor, has been elected vice-president of the National Automobile Dealers Association, it has been announced. Mr. Hughson formerly was a director of the association. A. D. Plughoff, general manager of the J. W. Leavitt & Co. and one of the foremost automotive merchandisers in the country, has been chosen a director of the N. A. D. A.

Peterson Appointed Manager

H. L. Peterson of Indianapolis has been appointed general manager of the Marmon Philadelphia Co., 847 North Broad Street, Philadelphia. Mr. Peterson spent a year in the Marmon factory as a mechanic to learn at first hand the features of construction and principles of design. He then entered the factory sales department and was advanced to assistant general sales manager. Later he became general manager of the Marmon branch of Indianapolis.

Campbell to Locate on Coast

Henry F. Campbell, who has been prominent in Indiana automotive affairs for 16 years and who has been a director and treasurer of the H. C. S. Cab Manufacturing Co. in Indianapolis, has resigned and is to locate in Los Angeles, where he has been elected vice-president and treasurer of the Julian Oil Corp. A dinner was tendered him in Indianapolis by 60 well-known men of the automobile industry and trade. Another dinner was given him by the Indianapolis Athletic Club, of which he has been president.

Hoerger Made Schrader Coast Manager

John Hoerger, sales manager and assistant treasurer of the A. Schrader's Sons, Inc., Brooklyn, N. Y., has resigned these offices to become manager of the company's Pacific coast branch at Los Angeles which will open about June 1. Roy L. de Braunwere succeeds Mr. Hoerger.

Cash Becomes Purchasing Agent

A. O. Cash has been appointed purchasing agent of the Rollin Motors Co., Cleveland, it has been announced by James G. Heaslet, president. Mr. Cash succeeds E. A. Callanan, who was made general sales manager. Mr. Cash has been connected with the Rollin Motors Co. for the last seven years.

Briggs Locates in Europe

S. D. Briggs has been made resident manager in Europe and the Near East for the Maxwell and Chrysler Motor corporations, with headquarters in London. Mr. Briggs has been serving with these companies as director of sales in charge of half of the United States territory. In his new capacity he will have charge of all sales development work in the British Isles, Continental Europe, the Near East and Northern Africa, working in conjunction with Mr. Salisbury, export manager of the Maxwell and Chrysler companies.

Leggat Goes to Australia

J. W. Leggat, service engineer of Gray Motor Corp., has been appointed representative for the Gray company in Australia and is now in that country preparing for a general extension of business activity. Among other duties, he will supervise the assembly of Gray chassis for the Australian trade and will study the performance of the car under conditions in that country.

Bailey Becomes Butler Manager

Paul J. Bailey has been appointed sales manager by the Butler Manufacturing Co. of Indianapolis, maker of Bu-Nite steel-band pistons. Mr. Bailey has been connected with the automotive industry for 14 years. Previous to making his connection with the Butler factory, he was advertising manager of the Ace Motor Corp. of Philadelphia.

Ralls on Coast Business Trip

George H. Ralls, sales manager of the Gabriel Manufacturing Co. of Cleveland, maker of Gabriel Snubbers and the new balloon type snubber, is now on the Pacific coast on an extended business trip. He is expected to return to Cleveland early in April.

Texas Senate Defeats Tax on Gasoline

House Kills Bill for Placing Buses Under State Railroad Commission

AUSTIN, TEX., Feb. 25—In quick succession two companion bills, one increasing the tax on gasoline from one cent to two and one-half cents a gallon and the other decreasing the automobile license tax was relegated to oblivion by the Senate Committee on State Affairs after the measures had passed the House. There is but little possibility of the bills being resurrected, it is stated.

It was expected that the gasoline tax measure would bring a total revenue of nearly $8,000,000 a year to the State, and it was provided that one-fourth of this should go to the public school fund, the other three-fourths to be used for the construction and maintenance of highways.

The automobile tax bill for graduated weight tax represented a decrease from the present tax, while the gasoline tax bill provided for more than doubling the present tax on gasoline.

The general trend of argument of those opposing the bills was that their enactment into law would result in a decrease of the tax on the large cars and an increase for the small cars. It also was argued by opponents of the gas tax bill that it would result in decrease in the amount of money available for use of the Highway Department for maintenance and construction of highways, in that a certain portion of the fund would go to schools.

The bill which provided for the regulation of motor buses and placing them under the jurisdiction of the State railroad commission also was defeated when it came up for enactment in the House. This leaves motor bus lines, both freight and passenger, free from State control of any kind.

D. C. Harris Chosen Head of Mercury Body Corp.

LOUISVILLE, Feb. 25—D. C. Harris, formerly secretary and treasurer of the Mengel Co., was named president of the Mercury Body Corp. at a meeting of directors, here. Mr. Harris succeeded Donald McDonald, who resigned and was named secretary-treasurer. W. R. Tischendorf was elected vice-president.

Following the meeting of the directors, creditors of the corporation met and named a committee to report for the purpose of rehabilitating the Mercury company. This committee was composed of S. J. Snyder, D. B. G. Rose and President Harris.

Franklin Announces New Model Series

Complete Breakaway from Previous Design Made in Line of Bodies

SYRACUSE, Feb. 25—A new chassis model, known as the Series 11, involving a great many changes in design, mostly minor refinements, and a complete breakaway from previous body outlines, has been announced by the H. H. Franklin Manufacturing Co. The new line of bodies, which are by de Causse, the New York custom body designer, includes two open models, a sport roadster and a phaeton, and five closed models—sedan, sport sedan, cabriolet, coupe and enclosed drive limousine.

The outstanding feature of the new bodies is a hood hinged on the longitudinal center line and hinge-jointed at the corners, which rests on a ledge of a shell similar to a radiator shell at the forward end and on a ledge of the body proper at the rear. The front shell, which is nickel-finished, is formed with a bar grating to which the expanded metal screen at the front of the engine space is fastened by screws and nuts. The hood is much wider than in previous Franklin models, and there is no offset nor any appreciable widening of the bodies at the cowl.

As regards mechanical changes, the most important are the adoption of copper instead of steel fins for the cylinders, an increase in the compression ratio, a considerable stiffening of the crankcase by internal ribbing, the adoption of a single plate type of friction clutch built by the Brown-Lipe Gear Co., the use of 200 per cent thrust load bearings on the bevel pinion shaft, a drop of 3 in. in the wood sill frame with a consequent lowering of the bodies, and the adoption of pressed steel extensions for the frame, to which bumpers, splash apron and similar parts are secured.

Balloon Tires Standard

The tubular front axle is now curved in the horizontal plane to move the front wheels 4 in. farther forward and still permit the central section of the axle to clear the fan housing.

Balloon tires of 21 by 5.25 in. dimensions are now standard equipment. In order to compensate for the additional resistance to steering motions due to these tires, the ratio of the steering gear has been increased to 10.8.

A number of items have been added to the standard equipment, most important among which are a spare tire and Eaton front and rear bumpers. Other additions to the equipment on all models include Watson Stabilators, Folberth windshield wiper, Amesbury cowl ventilator and J. W. Brown Co. stop light. All prices have been revised, one model having been lowered slightly while most others sell at a material increase in price. The old and new prices compare as follows:

Model	Old Price	New Price
Sport roadster	.....	$2,800
Touring car	$1,950	2,600
Coupe	2,750	2,700
Sedan	2,850	3,200
Sport sedan	.....	3,350
Limousine	2,950	3,500
Cabriolet	.....	4,400

An illustrated description of the new models will appear in the next issue.

Seagrave Co. Succeeded by New Corporation

COLUMBUS, OHIO, Feb. 24—Announcement is made that the capital stock of the Seagrave Co., this place, manufacturer of motorized fire equipment, has been taken over by a Michigan corporation bearing the name of the Seagrave Corp. The new company has a capital of $1,200,000 of preferred stock and slightly more than 100,000 shares of common stock, no par value. The Seagrave Co. was originally incorporated with $136,000 capital in 1904.

The Seagrave company was founded about 40 years ago by F. S. Seagrave and for a long time manufactured horse-drawn equipment. When the automobile was developed, the company gradually took over the making of motorized equipment, which it sold in every section of the world.

Julius F. Stone, who has been president since 1910, retires and becomes chairman of the board, while H. B. Spain, former vice-president, is promoted to the presidency.

Moskovics Chosen Head of Stutz Motor Car Co.

INDIANAPOLIS, Feb. 25—Frederick E. Moskovics, well known in the automotive industry throughout the country, has been elected president of the Stutz Motor Car Co. of America, Inc., to succeed William N. Thompson, resigned. Announcement of the change was made by Eugene V. R. Thayer, chairman of the Board of Directors.

Mr. Thompson's resignation was submitted early in January, but action was deferred by the directors pending the choice of a successor. He had been at the head of the company since the resignation of Allan A. Ryan.

Mr. Moskovics, the new president, has been connected with the automobile business in various capacities since its early days. An engineer by training, with experience in manufacturing, he has developed into one of the best sales executives in the industry. For sometime he was connected with the Nordyke and Marmon company as vice-president. Last year his connection with the Franklin company terminated suddenly and resulted in a suit through which he was awarded an amount for damages.

Mr. Moskovics' election, according to Mr. Thayer's announcement, is a step forward in broadening sales and construction policies of the Stutz organization.

Culver City Race Ends After Crashes

Stopped in Twentieth Lap After Narrow Escapes and Board Is Smeared with Oil

LOS ANGELES, Feb. 25—The scheduled 250-mile Washington's Birthday race on the Culver City speedway was stopped in the 20th lap as a result of three crashes and the boards being so smeared with oil as to make its continuance hazardous.

Frank Elliot's car hit the inside rail and went into a spin in trying to avoid a collision. Stuart Wilkinson drove his car into the top guard rail. The wheels of the car collapsed and it hung on the brink, Wilkinson escaping with only minor injuries.

Shattuc skidded in the oil that poured from Wilkinson's car and collided with the inner railing.

The crashes came in the fifth lap and the race continued 15 more laps, with the wreck of Wilkinson's car threatening to slide down the boards at any instant and the speed being slowed materially because of the oil before the officials stopped the race and announced that it would be run next Sunday.

1925 Racing Schedule

WASHINGTON, Feb. 25—Richard Kennerdell, chairman of the contest board of the American Automobile Association, has made public here the complete schedule of automobile championship events to be held in the United States during the year 1925. It follows:

Los Angeles, Mar. 1; Fresno, Cal., April 30; Charlottle, N. C., May 11; Indianapolis, May 30; Altoona, Pa., June 13; Baltimore-Washington Speedway (Laurel, Md.), June 20; Altoona, Pa., Sept. 7; Fresno, Cal., Sept. 30; Baltimore-Washington Speedway (Laurel, Md.), Oct. 10; Charlotte, N. C., Oct. 24, and Los Angeles, Cal., Nov. 26.

New Company Takes Over Burdick Tire and Rubber

NOBLESVILLE, IND., Feb. 25—The Steinbrenner Rubber Co. has been formed here to take over the plant and properties of the Burdick Tire and Rubber Co., which were purchased Jan. 10 by H. G. Steinbrenner. The Burdick company was in bankruptcy. Chartering under Indiana laws, the new operating organization is capitalized at $650,000, with preferred stock at $100 par value and 32,500 shares of common of no par value.

It is said the new corporation is working on a plan to pay off the first mortgage bond issue, which would leave the entire property clear and greatly strengthen the credit position.

Officers are: President and general manager, H. G. Steinbrenner; vice-president, Melvin Pattison, and secretary-treasurer, S. Homer Federman.

The foregoing also are directors.

S. A. E. Hears Results of Reaction Tests

Metropolitan Section Is Also Given Analysis of Traffic Lane Capacity

NEW YORK, Feb. 25—Some experiments bearing on the reaction period of different classes of car drivers were discussed in a paper entitled "The Personal Equation in Automobile Driving," by F. A. Moss and H. H. Allen of the bureau of standards, at the February meeting of the S. A. E. Metropolitan Section, which was held at the Hotel Empire.

On the under side of the running-board of an automobile were placed two revolvers, loaded with red lead cartridges. These were so arranged that one was discharged by the observer as a signal to the driver to apply his foot brake, and the other was discharged by the first motion of the brake pedal. The distance apart of the two red spots on the ground, in conjunction with the speed at which the car was proceeding at the time, which was read off a finely calibrated tachometer carried on the steering post, then gave the time required for the driver to react to the signal and begin to apply the brakes.

It was found that the average reaction time is about half a second. A marked relationship was found to exist between the individual's reaction time and his mean variability (the difference between the shortest and longest reaction time for each individual, divided by two). The reaction time is not appreciably affected by the speed of driving. It may be reduced by training, but in the case of some individuals, it cannot be reduced to nearly the same limit by this means as with others.

There seems to be little relation between the reaction time and the age of the individual, and sex does not seem to have any influence on it. A marked relation was found to exist between general intelligence and reaction time.

A second paper read by Mr. Allen dealt with the maximum deceleration possible in automobiles. This was based on experiments carried out at the bureau of standards with regard to the transfer of weight from rear to front wheels by the application of the brakes and to the friction coefficients between rubber tires and different kinds of road surfaces.

Russell Sage Analysis

In the discussion a representative of the Russel Sage Foundation gave the results of an analysis made by him of the capacity of traffic lanes and its dependence on the speed of the cars. This, he said, depended on the length of the car and on the spacing, and the necessary spacing depended upon the distance the car travels in the reaction time of the driver and upon a factor depending upon the differences in stopping distance of different cars for this particular speed.

It was found that, if the traffic is periodically interrupted to let cross street traffic pass as it is on Fifth Avenue, then the capacity is reduced proportionately. The actual capacity of the traffic lanes under Fifth Avenue conditions is about 800 cars per hour.

U. S. SELLS 300 CARS FOR EVERY ONE BOUGHT

WASHINGTON, Feb. 25—Three hundred to one is the approximate ratio of exports to imports in America's international trade in automobiles.

Figures just compiled by the automotive division of the Department of Commerce show that the United States now sells to foreign countries practically 300 times as many cars and trucks as it buys from them.

In 1924 exports numbered 178,730 and imports 604. The total value of the exports was $131,733,983, and that of the imports $841,524. The unit value was $737 for the former and $1,393 for the latter, demonstrating again America's supremacy in producing motor vehicles at low cost.

Delaware Seeks to Make Owners Provide Indemnity

WILMINGTON, DEL., Feb. 24—The Delaware Legislature has before it a number of bills designed to promote public safety, as a result of suggestions coming from the Delaware Automobile Association and the Delaware Safety Council. One aims to require each motor car owner in the State to provide some form of indemnity, either through insurance, adequate bond or in some other way.

A maximum speed of 20 miles an hour on streets in cities and towns is provided in another bill, which also contemplates a maximum of 35 miles in the open country. Under the present law there is actually no speed limit. It is really up to the police now to determine just what constitutes reckless driving.

Outlook in Brazil Reported as Bright

WASHINGTON, Feb. 25—The outlook in Brazil for the sale of automobiles during the coming quarter is encouraging, Assistant Trade Commissioner A. Ogden Pierrot at Rio de Janeiro cables the automotive division of the United States Department of Commerce. He says no increase approaching a boom is expected to show up in sales, but the prospects are heavier than during the present quarter.

Federal Aid Roads Pay Motorists Well

A. A. A. Says They Get 10 Per Cent Annually on Capital Invested

WASHINGTON, Feb. 25—American motorists cash in a yearly dividend of 10 per cent on the capital invested through federal aid in the improved highways of the country, according to a statement issued from the national headquarters of the American Automobile Association.

This dividend actually goes into the pockets of the motorists and represents the difference between the cost of motor vehicle operation over unimproved and improved highways. The differential, which is conservative, is based on extensive engineering tests of motor vehicle operation costs made in different sections of the country and for different types of roads.

A recent survey made in Kentucky shows that there is on the average a saving of 2½ cents a mile in the cost of operation on improved roads and highways. For the first time these studies make it possible to present in terms of dollars and cents the difference in cost to the motorist and the public in general between improved and unimproved roads.

According to the study made by the Iowa State College, traffic equalling 500 vehicles per day over earth roads requires an annual expenditure from both private and public funds of $25,600 per mile, while a similar amount of transportation over a concrete surface costs $20.650 per mile.

Commenting on the studies made, Thomas P. Henry, president of the American Automobile Association, said:

In the past, arguments for improved roads have been mainly based on the desirability of such a system and the satisfaction, convenience and pleasure to be derived from paved roads in any community.

These studies enable us to see much further and to realize the extent to which good roads are in themselves an economy. They actually yield a high dividend and pay for themselves in a limited term of years, where traffic is even moderately heavy.

The loss occurs in driblets among millions of users of motor vehicles. It oozes away in little amounts here and there—a little gas today, a little abnormal tire wear tomorrow, a little strain on a vehicle for a few hours and a burnt out bearing, making a gigantic leakage in cost of operation.

The cost of good roads is insignificant compared with the dividend that they yield.

EDISON TRUCK SHOW

NEW YORK, Feb. 25—The New York Edison Co. has arranged to hold its fifth annual electric truck show the week of March 16 in the Edison showroom, Irving Place and Fifteenth Street. It will be open from 9 a.m. to 6 p.m. There will be no admission charge.

Exporters Charged with Unfair Methods

Federal Trade Board Accuses Several of Deceit in Foreign Selling

WASHINGTON, Feb. 25 — Charging unfair methods of competition in that the respondents, it is alleged, deceived foreign buyers of some trucks and automobiles, the Federal Trade Commission has issued a complaint here naming Robert M. Lease, Irving Lease, Albert Lease and John T. Agnew, each of whom, it is stated, was connected with a number of corporations alleged to have been formed for the ostensible purpose of manufacturing and selling new trucks and automobiles in foreign commerce.

The companies named as respondents in the complaint are: Robert M. Lease Co., Inc., Lease Brothers Motor Co., Inc., Acoma Motors Co., Inc., Lease Motors Co., Inc., Lease Motors Sales Corp., Panther Motors Co., Inc., and Exporters and Importers Association of the World. The respondents are located in Long Island City, Brooklyn and New York.

Among the alleged practices was the entering into contractual agreements to obstruct and prevent honest manufacturers and exporters in the United States from securing and retaining "contracts with purchasers in the British Empire, continental Europe and India."

It is further alleged that respondents failed to furnish, according to contract, automobiles with a left-hand drive, instead of a right-hand drive, which is required by the laws of the road throughout certain portions of foreign territory.

Under the law the question as to whether or not unfair methods have been used is not passed upon by the commission until after respondents have had 30 days in which to answer and the issue has been tried.

New York Police Start Drive Against Taximen

NEW YORK, Feb. 25—Following an order issued by Police Commissioner Enright, a wholesale raid was started here by 5000 policemen against taxicab drivers, with the purpose of inspecting every taxicab in the city. The policemen served summons upon hundreds of drivers and gave thousands blue stickers to place on their windshields to show that the taxicabs and the licenses of the drivers were in proper order.

At the first session of Night Court 50 drivers were sentenced to pay $25 or serve three days in the workhouse on the charge of driving without a hacking license. All gave the same excuse, which was that they were not seeking fares, but were simply driving their taxicabs from one place to another.

Frederick H. Elliott, director of the Empire State Taxicab Association, representing independent drivers, approved the raids and said the members of the association assisted the police. He said, "This is the first organized police action of the kind, and all decent taxicab men hail it with enthusiasm. We have no doubt there are some bad ones among our membership of 12,000, and we want to root them out."

CALIFORNIA HAS WAR ON GASOLINE TAX

SACRAMENTO, CAL., Feb. 24— A bitter war already is raging between opponents and proponents of an additional tax on gasoline for highway building purposes in California. At present there is a tax of two cents on gasoline which goes for highway maintenance.

The opposition is being led by the oil companies, which brand the gasoline tax as an unfair and discriminatory tax. On the other hand the tax appears to have many supporters, the recent convention of county supervisors of the State having overwhelmingly urged the legislature to increase the tax one cent and raise the registration fee from $3 to $5.

Definite action on the tax by the legislature is not likely to take place until the second session in March.

Attacks 2-Cent Gasoline Increase in California

SACRAMENTO, CAL., Feb. 24— Charging that the two cent increase in gasoline prices is a conspiracy on the part of oil officials to defeat the proposed increase of the State gasoline tax, Arthur H. Breed, president pro tem of the California State Senate, has launched an attack on companies that have announced price boosts.

Breed has declared that if it lies within the power of the legislature to compel a withdrawal of the price increases, he will give his aid toward bringing about such results.

Declaring that the time has come for California to assert its authority, Breed states that the oil companies should be further taxed on their income and should not be allowed to pass the tax directly on to the consumers.

To Make Aluminum Bodies at Niagara Falls, N. Y.

BUFFALO, N. Y., Feb. 24—Aluminum automobile bodies will be manufactured at Niagara Falls. The plant of the American Magnesium Co. in Buffalo Avenue will be converted into an automobile body factory.

The Aluminum Co. of America has obtained control of the company, it is said. S. K. Colby, at present head of the American Body Co., Buffalo, will have charge of the plant.

Milwaukee Factories Show Production Gain

Rise in Passenger Car Output Causes Many Plants to Operate on Extensive Schedules

MILWAUKEE, WIS., Feb. 24—An increase of 5.2 per cent in the number employed in 50 leading factories in Milwaukee during January is ascribed largely to the increased activity demanded of manufacturers of automotive units, parts and equipment. The metal trades as a whole were responsible for the greater part of the gain.

Units and parts makers are also feeling the effect of the imminent rise in the passenger car output to meet the demands of spring selling.

The A. O. Smith Corp., pressed steel frames and stampings, forgings, etc., is running steadily at better than 80 per cent of full capacity, or considerably above the average of the last half of 1924. Capacity at present shows a material increase over July 1.

The Briggs & Stratton Co., makers of switches, coils, horns, locks and other specialties, is employing more men than a year ago. The Gemco Manufacturing Co., manufacturing equipment both for manufacturers and jobbers, is employing more than 200 men on a 24-hour schedule.

The Federal Rubber Co., division of Fisk, is shipping 10,000 casings and 12,000 tubes daily, an increase of 25 per cent over a year ago. The mechanical goods production department at the Federal plant has been shifted to other Fisk plants for concentration on tires and tubes.

The Ajax Rubber Co., western division at Racine, Wis., is producing and shipping about 4000 casings and 7500 to 8000 tubes a day.

Motor Car Use Extended by P. R. R. in Repair Work

BALTIMORE, MD., Feb. 24—Studies are being made here by the Baltimore division of the Pennsylvania Railroad with a view to motorizing, as far as possible, all the forces engaged in the maintenance and repair of tracks.

According to data just compiled in connection with this investigation, the use of motor cars instead of hand cars for transporting section gangs from place to place has proved so successful on the Pennsylvania that about 1000 motor cars are now in service and about 1500 hand cars formerly used have been withdrawn.

In addition to substituting motor cars for hand cars for track maintenance, the former are also being assigned to extra gangs, telegraph and signal maintainers, bridge inspectors and supervisors, thus enabling them to cover a greater territory.

FINANCIAL NOTES

Moore Drop Forging Co., Springfield, Mass., manufacturer of drop forgings for automobile parts, is changing its capitalization to a no par basis. This involves the retirement of $2,000,000 of common stock and the issuing of 111,000 shares of new stock, half preferred and half common. The first named, known as Class A shares, are entitled to preferential non-cumulative cash dividends of $6 a share annually and the second, or Class B shares, after provision for the former and for certain sinking fund requirements, are entitled to non-cumulative cash dividends of $4 a share. Net tangible assets of the company are given as $3,865,036 and sales in 1924 as $6,362,682. Class A stock, offered at $66 a share, was immediately subscribed.

Avery Co. plant at Milwaukee, once appraised at $1,000,000, but later appraised below that figure, is to be sold at auction March 10, stated J. W. McDowell, trustee in bankruptcy, following the announcement of a payment of another dividend, this time 7½ per cent. The latest dividend represents a payment of about $300,000 received from the operation of the spare parts units and is said to be the forerunner of another dividend of equal size. A few months ago the plant paid a 15 per cent dividend to creditors. This payment comes from operating profits and not from disposition of assets, officers state.

National Enameling and Stamping Co. reports, after all expenses for reserves and taxes, an operating profit of $1,862,646 for the year ended Dec. 31, 1924, against $2,356,554 for 1923. After fixed charges and regular dividends there was available $1.11 a share on the $15,591,000 common stock outstanding, against $3.66 on the common stock in 1923.

Rickenbacker Motor Co. income account for year ended Dec. 31, 1924, shows a net profit after depreciation, but before Federal taxes, of $230,107, against $407,175 in 1923. After dividends there was a deficit for the year of $147,763, against $42,418 in 1923. As of Dec. 31, 1924, there was a profit and loss surplus of $453,160, against $382,381 Dec. 31, 1923.

Howe Rubber Corp. sale for $197,500 to Joseph D. Marcus and Israel Laurie of New Brunswick, N. J., has been approved by Vice-Chancellor Backes at Trenton. The claims against the Howe company comprise an item for $509,000 on a gold note floated by Western bankers and an additional $100,000 due to other creditors.

Gulf States Steel Co. directors declared a stock dividend of 11½ per cent, payable in common on the common stock March 13 to holders of record March 2. They also declared the regular $1.25 quarterly dividend on the common and 7 per cent on the first preferred, payable April 1 to holders of record March 20.

Gardner Motor Co. statement as of Dec. 31, 1924, shows total assets of $1,219,750, against $1,524,762 at the end of 1923. Capital surplus was $1,200,000, compared with $1,486-408. Current assets, including $411,168 cash, were $836,206 and current liabilities $19,750, consisting solely of dealers' deposits.

Goodyear Tire & Rubber Co. declared the regular quarterly dividend of $2 on the prior preference stock, payable April 1 to holders of record March 20. No action was taken on the preferred stock at the meeting.

Fuller & Sons Manufacturing Co., maker of truck and bus transmissions, Kalamazoo, Mich., increased its capital stock from $100,000 to $250,000 by the declaration of a 150 per cent stock dividend.

Husky Wrench Co., Milwaukee, has increased its capital stock from $60,000 to $90,000.

Durant Motor Co. of California has declared a dividend of 6 per cent.

French Claudel Company Buys British Rights

PARIS, Feb. 18 (*by mail*)—A credit balance of 1,487,903 francs was shown on last year's working of the French Claudel Carbureter Co., which amount will be used toward the deficiencies of the previous year's operations.

The French company has bought up all Claudel rights in Great Britain, the price paid being 1,000,000 francs and now holds Claudel patents for the entire company.

Litigation on patent rights is still proceeding against the Solex Carbureter Co., and it is declared that an action will be brought against the Zenith Co. An amicable settlement is about to be made with the Fiat company.

Dorris Motor Dissolution Upheld by Supreme Court

ST. LOUIS, Feb. 24—The supreme court at Jefferson City has handed down a decision affirming the judgment of the St. Louis Circuit Court in litigation over the dissolution of the Dorris Motor Car Co. of this city, ordered in February, 1924, by Circuit Court Judge Frey. The two cases were invalid, in the opinion of Judge Ragland. The Supreme Court dismissed a proceeding in error instituted against the dissolution judgment by Webster Colburn. Dissolution of the company was opposed after Colburn had been denied an appeal by the lower court.

The Supreme Court also affirmed the action of the lower court in denying an injunction sought by Colburn and others to block dissolution of the company and disposal of its assets.

Both cases were merged into one action before the Supreme Court. Officers of the company filed a petition in Circuit Court in December, 1923, for voluntary dissolution of the company after two-thirds of the stockholders had approved a resolution to dissolve the company on the ground that it was operating at a loss.

Seeks Motor Funds to Pay Bond Interest

HARRISBURG, PA., Feb. 25—Three administration bills relating to the motor fund of the Department of Highways have been introduced in the lower branch of the legislature, carrying out recommendations made by Governor Pinchot.

One bill would transfer the State's share of revenue from the gasoline tax into the Highway Department's motor fund. A second bill would make the motor license fund available for the payment of all departmental expenses, as well as for the payment of interest and principal on road bonds.

A third bill would appropriate $10,307,800 from the motor license fund for the payment of interest and sinking fund on the road bonds within the ensuing two years.

DETROIT EMPLOYMENT GAINS

DETROIT, Feb. 25—Employment figures issued by the Detroit Employers Association show a gain of 777 over the preceding week, which showed an increase of 235 in the Detroit industrial field. The total of figures compiled by the association is now 207,884, against 241,000 in the same week last year and 208,000 in 1923.

Indiana Senate Bill Regulates All Buses

Puts Commercial Haulers of State Under Public Service Commission

INDIANAPOLIS, Feb. 25—Commercial haulers, bus owners and operators of Indiana seem fated to go under the public service commission of the State for regulation. Fought over for more than three years, the traction education campaign run by the Indiana Chamber of Commerce seems to have won the public, and the legislature and the proposed law as passed by the Indiana senate will not only put the trucks and buses under the State public service commission, but will pass on the application for certificates of convenience and necessity after "taking into consideration the steam and electric railroads" of the State.

In other words the proposed law seems certain to make obtaining of certificates of convenience and necessity in the future an utter impossibility for independents in Indiana, as practically all State roads and many important county roads are already paralleled by traction lines.

Little fear of steam line opposition is felt by the truck and bus men, but traction interests in the bill and the backing given it by traction men assure the automotive industry that the bill will "protect the rail lines from unfair bus competition."

The bus and truck interests, under the leadership of the Indiana Highway and Motors Association, has a bill before the lower legislative branch to place the bus under regulation by the State highway commission, and the bill specifically sets out the lines of the regulation including liability insurance to be carried by the carriers.

Attempts are to be made to amend the senate regulatory measure now before the house, so that no consideration of other transportation agencies be taken under advisement when the regulatory body passes on the granting of certificates of necessity.

If this and other modifications of the measure, which seems to have won approval of most of the members of the legislature, can be secured, many bus and truck men feel that their three-year fight against unfair regulation will have been won.

Apperson Starts Producing on a Larger Schedule

KOKOMO, IND., Feb. 24—The Apperson Automobile Co. announced that it would start immediately on a much heavier production schedule. The company has been operating on a low schedule, it is said, due to inability to obtain certain materials. The factory force has been increased.

Apperson officials look for one of the biggest seasons in history.

Body Companies Start to Build Additions

Seaman and Mullins to Increase Capacity—Another Stoughton Model

MILWAUKEE, Feb. 25—As a corrollary to the increase of 40 per cent in the capacity of the Nash Motors Co. by enlargement of the Kenosha and Milwaukee works now under way, the Seaman Body Corp. of Milwaukee, a half interest of which is owned by Nash, has started work on a five-story addition, 100 x 400 ft., duplicating its present factory. The Seaman company makes all Nash closed bodies.

Nash output is now about 83 per cent of closed types. About 1500 men are employed in day and night shifts in the body plant.

The Nash plant at Kenosha is employing 4500 men and at Milwaukee an additional 2000 are at work. February orders call for 7000 cars, compared with 600 in October last, the best previous month in Nash history.

Le Roi Builds Addition

MILWAUKEE, Feb. 25—A material increase in the capacity of the Le Roi Co., Milwaukee, manufacturing gas engines for trucks, tractors, self-contained generating plants, contractors' equipment, etc., will be effected within three to four months' time by the construction of a one-story machine shop addition, 125 x 170 ft., at the main works in West Allis, a suburb.

Mullins Adds to Equipment

MILWAUKEE, Feb. 24—The Mullins Body & Tank Co., manufacturing steel bodies, dump bodies, tank bodies and other special equipment for motor trucks and jobbing hydraulic hoists, is making additions to its production equipment at the plant. Bookings are such that an immediate increase in output is imperative.

Stoughton Develops New Model

STOUGHTON, WIS., Feb. 23—A new model of the Stoughton motor truck, a compact, heavy-duty chassis, carrying a steel dump body with 1½ yd. capacity and equipped with a mechanical hoist, has been developed by the Stoughton Wagon Co. of this place, to meet needs of highway contractors, builders and others.

The Stoughton company for several years has devoted practically its entire plant and resources to motor truck production, and besides a large output of motor trucks is building many motor buses.

GALLUP JOINS BENDIX BRAKE

SOUTH BEND, IND., Feb. 24—David L. Gallup has been elected vice-president in charge of plant operations of the Bendix Brake Co., effective Feb. 15. Mr. Gallup has been associated with the automotive industry almost since its beginning. During the war he was with the Nordyke-Marmon Co. in charge of all details in the manufacture of Liberty engines. After five years' association as consulting engineer with the Marmon company he entered the consulting engineering field on his own account, devoting part of his time to the Bendix company.

INDUSTRIAL NOTES

C. U. Williams & Son Oil-O-Matic Co., manufacturer of oil burners and furnaces, has let contract for a $125,000 manufacturing plant near the plant it now occupies at Bloomington, Ill., on lease and construction work starts at once. The plant will be the first of a series of five units to be erected by the company, representing a total investment of $600,000.

Fox Expansion Piston, Inc., capital $25,000, has been granted an Illinois charter. The company is to engage in the manufacture of pistons and automobile accessories in Rock Island. Lee Fox, W. I. Thomas and R. D. Parpert are the organizers.

Burr Co., employing a force of 45 in making automobile parts and other machinery, is temporarily closed down following its transfer to Chicago interests and the necessity of securing new capital for the operation of the plant.

Fisk Flap Automobile Tube Co. of Camden, N. J., has ordered plans for the erection of a plant at Trenton. The building will be one story, 150 x 200 ft. and will cost $25,000. The company manufactures automobile tubes exclusively.

Atwood Vacuum Machine Co. makers of door fastenings for some of the largest automobile manufacturing companies, and manufacturer of other automotive hardware, has let contract for a $75,000 factory building in Rock Island, Ill.

Youngstown Sheet & Tube Co. has awarded a contract for the rebuilding of its blast furnace at Mayville, Wis.

Willys-Overland Opens Detroit Retail Branch

DETROIT, Feb. 24—Another change of major importance in the retail situation in Detroit and Wayne County was brought about this week with the opening by the Willys-Overland Co. of a retail branch in the Woodward Avenue salesroom formerly occupied by the Simons Sales Co. The retail branch will be in charge of A. C. Tiedmann, who has been assistant to George E. Clark, manager of the Willys-Overland Detroit branch, which has jurisdiction over the entire State.

In opening the branch Willys-Overland is placed in a much stronger position throughout the country, Mr. Tiedmann said, in that it will enable the company to keep in much closer touch with the merchandising situation. The control and direction of Overland and Knight sales in the county will be vested in the branch.

MOTOR WHEEL EXPORT OFFICE

LANSING, MICH., Feb. 24—Motor Wheel Corp. has opened export offices at 5713 Euclid Avenue, Cleveland, with C. O. Brandes as export manager, and not in New York City, as stated in a Detroit dispatch.

METAL MARKETS

Although a slightly slower pace is noted in steel production, output is still running as far ahead of shipments as do the latter ahead of fresh orders.

The fact that steel bars are quoted at 2.20c., Pittsburgh, means little when shipments reaching consumers carry a 2.10c. and, in some instances, an even lower price.

Significant of the market is the fact that sales managers make a big time these days over a 2.20c. order, no matter how insignificant the tonnage. Buying at the recent advances is so light that the tonnages are not representative. What worth while transactions take place carry, with very few exceptions, concessions.

Considerable confusion prevails with reference to the extent of automotive buying. In quarters where the importance of automotive steel consumption is made light of when the steel industry is prosperous, there is now much bewailing of the backwardness of automotive buying.

Other producers, especially sheet and strip rollers who cater to automotive demand, report a steady flow of orders and inquiries. This business is being placed in a very cautious manner, but, for all that, both number of orders and tonnage involved are on the uptrend.

That steel producers are well aware of the futility of marking up prices at this time on automotive specialties is shown by the continuance of the 2.50c. price for hot-rolled and 4.15c. for cold-rolled strip steel for the second quarter. Cold-finished steel bars for second quarter are also held unchanged at 2.80c., Pittsburgh.

At these prices automotive consumers are placing second quarter business in a leisurely manner.

The steel market's history during the first two months of 1925 may be summed up by saying that while there has been a very satisfactory demand at the prices in vogue before the recent price advances, there has been a disappointingly light inquiry for steel at the higher price levels.

Those producers who had hoped, at the year's beginning, for one spurt in prices to follow on top of another are beginning to see that demand is far from what it would have to be to overcome the stiff fight that consumers are putting up against all price advances.

Pig Iron.—What few automotive melters are in the market for foundry or malleable iron find little difficulty in covering their wants on a $22, furnace basis. Domestic blast furnace interests aver that the extent of pig iron importations is exaggerated, but certain it is that the supply of iron is so comfortably abundant that foundries are not worrying about their needs.

Aluminum.—One of the interesting features of the international situation and one which has a direct bearing on the supply of foreign aluminum in the American market, is the fact that Germany now consumes one-third more aluminum than she did in 1913, while her consumption of other non-ferrous metals has declined one-third since 1913. In other words, Germany has substituted aluminum for much of her former copper, tin, zinc, and nickel consumption. Canada is reported to be giving greater attention to aluminum, the Dominion authorities being back of the movement. The domestic aluminum market is devoid of fresh developments.

Copper.—The market is dull and easy.

Covell Appointed Oakland Eastern District Head

DETROIT, Feb. 25—L. C. Covell has been appointed Eastern division supervisor of districts of Oakland Motor Car Co. by C. W. Matheson, vice-president and director of sales.

Mr. Covell has been district manager and sales executive in the Dodge Brothers organization for the last five years. Previous to his association with that company he conducted his own business in Grand Rapids. During the war he served as a brigadier general in the 32nd division.

Calendar

SHOWS

March 7-14—Boston, Twenty-third Annual Automobile Show.

March 8-14 — Vienna, Spring Fair.

April 1-17—Sydney, Australia, Royal Agricultural Show. Embraces automobile exhibits.

April 8-14—Bandoeng, Batavia, automobile show under auspices of Netherlands Indies Jaebeurs Fair Association.

April 22-May 7 — Melbourne, Australia, International Automobile Show, under the auspices of the Chamber of Automotive Industries, in conjunction with the Royal Automobile Club of Victoria.

Sept. 21-26—London, Olympia Motorcycle Show.

Oct. 8-17 — London, Olympia passenger car show.

Oct. 29-Nov. 7—London, annual truck show.

RACES

July 26—Paris, Montlhery Track, French Grand Prix.

CONVENTIONS

June 22-27—Summer convention of the Automotive Equipment Association at the Broadmoor Hotel, Colorado Springs, Colo.

S. A. E. MEETINGS

Feb.—Indiana Section, Automobile Finishes.

March—Indiana Section Developments in Transmission.

March 9—Detroit Section, Automotive Air Brake Equipment, H. D. Hukill, Westinghouse Air Brake Co., General Motors Building, Detroit.

March 16 — Cleveland Section, Road and Riding Ability, Harry Horning, Waukesha Motor Co., Old Colony Club, Hotel Cleveland.

March 17—Buffalo Section, Automotive Air Brake Equipment, H. D. Hukill, Westinghouse Air Brake Co.

April 9—Indiana Section, Talk by J. H. Hunt, head of electrical division, General Motors Research Corp.

June 15-19—Summer meeting of the Society of Automotive Engineers at White Sulphur Springs, W. Va.

Jaywalking Law Enforced on Coast

LOS ANGELES, Feb. 24—This city has started enforcing its new traffic ordinance which is expected to be a relief for the serious condition that has prevailed here for two years. The ordinance was adopted as a result of conferences participated in by the traffic commission, police department, automobile club, pedestrians' league, street railway officials, chamber of commerce and other interested civic bodies.

In the business district and at all intersections where traffic officers are on duty or there are automatic signaling devices pedestrians must cross with vehicular traffic. At all other intersections pedestrians have the right of way when their intention to cross is indicated by an uplifted hand with palm turned toward an approaching vehicle.

Motor cars are prohibited from passing street cars when within 100 ft. of an intersection. Double left-hand turns are prohibited within the business district and at certain intersections no turns can be made.

Horse-drawn vehicles and all freight vehicles except engaged in the delivery of merchandise or building materials are barred from the congested district within certain hours.

The police claim they will enforce the ordinance against pedestrians as rigidly as they do against motorists. Two arrests of pedestrians were made on the first day of enforcement.

Jaywalking is absolutely prohibited in the business district, and is done at any other place at the risk of the pedestrian. The boulevard stop system is extended to several main thoroughfares throughout the city.

A. A. A. MOVES

WASHINGTON, Feb. 24—Due to the growth and expansion of the American Automobile Association during the last 12 months the organization has moved to more spacious and centrally located headquarters in the Mills Building on Pennsylvania Avenue, formerly quarters of the U. S. Chamber of Commerce. Since the amalgamation of National Motorists Association with the A. A. A. a year ago the membership of the association has doubled until today the A. A. A. has more than 700,000 members, while 96 per cent of all the motoring clubs in the United States are directly affiliated with it. It has clubs and branches in 650 cities covering all but one or two of the States. Branches have also been established in Hawaii and the Canal Zone.

A. A. A. Adds Commercial Vehicle Department

WASHINGTON, Feb. 25—A new department, to be known as the Commercial Vehicle Department, has been added as a part of the program of expansion and increased service of the American Automobile Association, according to an announcement made here. This department is to consist of two divisions, one for trucks and the other for buses.

With the formation of this department, appointment of Charles P. Clark as manager was announced. Mr. Clark has an extensive acquaintance with every phase of the industry.

With this added department the American Automobile Association figures that it will be in a position to present a united front on behalf of motor vehicles of every description.

South in 1925 to Spend $400,000,000 on Roads

ATLANTA, GA., Feb. 24—Announcement made by officials of the various State highway departments in the 16 southern States relative to plans for 1925 indicate a total investment in road construction and maintenance during the year amounting to about $400,000,000, which will serve to make this one of the largest road building years in the South's history, if these plans are carried out.

It is interesting to note, too, in this connection, that road construction last year was responsible also for the marked expansion of the motor bus industry in the South, when the industry enjoyed its best year so far as formation of new companies and establishment of new bus lines is concerned.

Primary development was in Florida, with Georgia, Alabama, Tennessee and the Carolinas next in order.

Wheel Tractor Exports Increase 19 Per Cent

WASHINGTON, Feb. 25—Wheel tractors comprised the largest single item agricultural machinery exported from the United States for 1924. This amounted to $59,974,044, an increase of 19 per cent over the values in 1923, according to the agricultural implements division of the Department of Commerce.

That this trade is growing rapidly is reflected in comparison with figures of previous years.

In 1913 exports were 41 per cent less than those for 1924, while the figures for the latter period have been exceeded only three times, and then during the abnormal years of 1918, 1919 and 1920, the excess of the first mentioned year being but $500,000.

In all, the wheel tractor exportations amounted to $13,178,332. This was an increase of 17 per cent over the value of wheel tractors exported in 1923.

Exports of track-laying tractors in 1924 amounted to $1,491,639, an increase of considerably less than 1 per cent over 1923.

Garden tractors decreased from $60,267 in 1923 to $57,187 in 1924.

1924 Ignition Shipments $139,328

WASHINGTON, Feb. 24—Spark plugs, magnetos and other ignition apparatus weighing but 116,349 lb., worth $139,328, were exported by the United States during December, last, it was announced by the Bureau of Foreign and Domestic Commerce here.

Canada took the bulk of the spark plugs and equipment, accounting for 33,470 lb., worth $20,008. Next in order came France with 19,119 lb., worth $27,958, and England with 15,866 lb., worth $20,691.

BUICK DELIVERIES INCREASE

NEW YORK, Feb. 25—An increase of $3,533,365, or 11 per cent over 1923 was made in retail deliveries of new cars by the New York branch of the Buick Motor Co. in 1924, according to A. G. Southworth, manager. In 1924 the New York branch sold 16,349 six-cylinder cars, a gain of 4370, or more than 31 per cent, over 1923.